

**FINAL**

**SUPPLEMENT TO FINAL  
ENVIRONMENTAL IMPACT REPORT**

**FOR THE  
ARANTINE HILLS SPECIFIC PLAN AMENDMENT**

**SCH NO. 2006091093**

**CITY OF CORONA, CALIFORNIA**



**LSA**

May 9, 2016

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**SCH NO. 2006091093**

**CITY OF CORONA, CALIFORNIA**

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May 9, 2016

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## 1.0 INTRODUCTION AND BACKGROUND

### 1.1 INTRODUCTION

This Final Supplement to the Final Environmental Impact Report (Final SEIR) for the Arantine Hills Specific Plan Amendment SPS15-002 ("SPA"), General Plan Amendment GPA15-001 ("GPA"), Tentative Tract Map TTM 36294R ("TTM") and Development Agreement DA15-001 ("DA") (collectively the "Proposed Project") has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA).

In accordance with CEQA State Guidelines Section 15123, this Final SEIR contains a brief summary of the proposed actions and consequences of the Proposed Project. More detailed information regarding the Proposed Project and its potential environmental effects are provided in the following sections of this Final SEIR.

As described in Sections 15089 and 15132 of the State CEQA Guidelines, the lead agency must prepare a Final EIR before approving a project. The purpose of a Final EIR is to provide an opportunity for the lead agency to respond to comments made by the public and agencies. Pursuant to CEQA Guidelines Section 15132, a Final EIR must contain the following:

- The Draft EIR or a revision of the draft.
- Comments and recommendations received on the Draft EIR either verbatim or in summary.
- A list of persons, organizations and public agencies commenting on the Draft EIR.
- The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- Any other information added by the Lead Agency.

The Draft Supplement to the Final Environmental Impact Report (Draft SEIR), corrections and additions to the Draft SEIR, a list of persons, organizations, and agencies commenting on the Draft SEIR, the Lead Agency's responses to those comments, and a Mitigation Monitoring and Reporting Program (MMRP) collectively comprise the Final SEIR for the Proposed Project.

The Draft SEIR was circulated for a 45-day public review period beginning on January 8, 2016 and ending on February 22, 2016. The Draft SEIR is incorporated by reference into this Final SEIR and is bound separately.

This Final SEIR is organized into four main sections, as follows:

#### **Chapter 1.0: Introduction and Summary**

This chapter provides an overview and background of the Proposed Project and its potential impacts. This chapter reflects the analysis in the Final SEIR including corrections and additions made to the Draft SEIR.

**Chapter 2.0: Corrections and Additions to the Draft SEIR**

This chapter provides a list of revisions that have been made to the Draft SEIR based on comments received from the public and agencies and other items requiring updating and/or corrections.

**Chapter 3.0: Responses to Comments**

Pursuant to Section 15088 of the CEQA Guidelines, the City of Corona (City), as the Lead Agency, has reviewed all comments received during the public comment period for the Draft SEIR. A list of all persons, organizations and public agencies commenting on the Draft SEIR is included in this chapter. In addition, copies of all written comments received on the Draft SEIR as well as responses to each of the comment letters are provided in this chapter. The comment index numbers are provided in the upper right corner of each comment letter, and individual points within each letter are numbered along the right-hand margin of each letter. The City’s responses to each comment letter immediately follow each letter and are referenced by the index numbers in the margins.

**Chapter 4.0: Mitigation Monitoring and Reporting Program (MMRP)**

This chapter provides the final MMRP for the Proposed Project with mitigation measures presented in final format. Any changes to mitigation measures from the Draft SEIR to the Final SEIR as a result of public and agency comments received are shown in Chapter 2.0 of this Final SEIR and fully incorporated into the final MMRP in Chapter 4.0. The final MMRP provides the mitigation program for adoption by the City pursuant to Public Resources Code Section 21081.6, which will ensure that if the Proposed Project is developed, all recommended mitigation measures are implemented thereby minimizing identified environmental effects. The final MMRP lists all of the proposed mitigation measures by environmental topic and identifies the applicable enforcement agency, monitoring agency, monitoring phase, monitoring frequency, and action indicating compliance for each measure.

**1.2 SUMMARY**

In 2012, the City approved the Environmental Impact Report ( "Certified EIR"), State Clearinghouse No. 2006091093, for the Arantine Hills Specific Plan ("Current Specific Plan" or "Previously Approved Project"). The Proposed Project applicant, The New Home Company, seeks to amend the Current Specific Plan. These changes include requests by the Proposed Project proponent, or applicant, for approval of four major actions that will require discretionary approval by the City of Corona. These actions, or components, are the SPA, the GPA, the TTM and the DA.

The SPA would result in a change in the land use patterns and densities in comparison to the Current Specific Plan. Figure 1.B summarizes the zoning of the Current Specific Plan and proposed SPA:

**Table 1.A: Existing and Proposed On-Site Specific Plan Land Use Designations and Quantities**

Land Use	Current Specific Plan Quantities	Proposed Specific Plan Quantities
General Commercial (GC)	38.0 acres	10.0 acres
Mixed Use I (MU-I) (Commercial/Residential)	21.1 acres	0.0
Mixed Use II (MU-II) (Industrial/Commercial)	18.6 acres	0.0
High Density Residential (HDR)	34.4 acres	34.3 acres
Medium Density Residential (MDR)	65.8 acres	74.3 acres



**Table 1.A: Existing and Proposed On-Site Specific Plan Land Use Designations and Quantities**

Land Use	Current Specific Plan Quantities	Proposed Specific Plan Quantities
Low Density Residential (LDR)	29.0 acres	75.6 acres
Parks (P)	15.2 acres	8.7 acres
Open Space (OS)	36.6 acres	56.8 acres
Master Plan of Roadways	17.3 acres	16.3 acres
<b>TOTAL</b>	<b>276.0 acres</b>	<b>276.0 acres</b>

Sources: Arantine Hills Specific Plan, KTGy Group, Inc., adopted August 2012; Arantine Hills Specific Plan, Amendment No. 1, KTGy Group, Inc., July 2015.

This section of the Final SEIR has been prepared pursuant to CEQA Guidelines Section 15123, and provides a brief summary of the Previously Approved Project and Proposed Project and the potential environmental impacts of the Proposed Project compared to the Previously Approved Project as well as the Proposed Project compared to existing conditions. Also included in this section is an overview of the purpose and focus of the Final SEIR, a description of the organization of the Final SEIR, background information regarding the Proposed Project site, a general description of the Previously Approved Project and Proposed Project, and a description of the public review process for the Final SEIR. More detailed information regarding the Proposed Project and potential environmental impacts is provided in the following sections of this Final SEIR.

### 1.3 PURPOSE OF THIS SEIR

This SEIR (both Draft and Final) provides information to the City and other public agencies, the general public, and decision makers regarding the potential environmental impacts from the construction and operation of the Proposed Project. The purpose of the public review of the SEIR is to allow agencies and members of the public to comment on the adequacy of the environmental analysis in terms of compliance with CEQA. Section 15151 of the State CEQA Guidelines states the following regarding standards from which adequacy is judged:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

Under CEQA (Public Resources Code Section 21002.1[a]):

The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the proposed project, and to indicate the manner in which those significant effects can be mitigated or avoided.

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the State CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

The purpose of this SEIR is to evaluate proposed changes to the Previously Approved Project that was analyzed in the Certified EIR and to demonstrate that an SEIR is the appropriate document under the California Environmental Quality Act (CEQA) in accordance with Public Resources Code (PRC) Section 21000 et seq. and the CEQA Guidelines (14 California Code of Regulations [CCR] Section 1500 et seq.) to evaluate these changes.

The Certified EIR was certified by the City as the Lead Agency under CEQA. In accordance with CEQA Guidelines (Sections 15162 and 15163), this Supplement to the Certified EIR has been prepared in order to address the potential environmental impacts of the proposed changes in land uses. To determine whether the Proposed Project is eligible for the preparation of an SEIR, the criteria in Section 15162 governing preparation of Subsequent Documents and the additional criteria in Section 15163 governing preparation of Supplemental Documents must be met, as follows:

- There are no substantial changes in the project which require major revisions to the previous EIR due to new significant impacts or a substantial increase in the severity of previously identified significant effects (Section 15162).
- There are no substantial changes with respect to the circumstances under which the project is undertaken which require major revisions to the previous EIR due to new significant impacts or a substantial increase in the severity of previously identified significant effects (Section 15162).
- There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified that shows any of the following (Section 15162):
  - (a) The project will have one or more significant effects not discussed in the previous EIR.
  - (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR.
  - (c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
  - (d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
- Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation (Section 15163).

As stated in Section 15163 of the CEQA Guidelines, the Lead Agency may choose to prepare a Supplemental EIR rather than a Subsequent EIR if:

- Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and

- Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

The City has determined that CEQA requires preparation of a Supplemental EIR, rather than a Subsequent EIR, because all of the conditions in Section 15163 regarding preparation of a Supplemental EIR can be met, including minor changes to the Certified EIR necessary to make it adequately apply to the Proposed Project. The need to prepare this Supplemental EIR is triggered not only by proposed changes to the Previously Approved Project and other new information regarding potential impacts, but also by changes in the circumstances under which the Proposed Project will be undertaken that may affect the previous analysis of environmental effects for the Previously Approved Project.

An SEIR need contain only the information necessary to make the previous EIR adequate for the project as revised (Section 15163). Additionally, an SEIR may be circulated in accordance with CEQA Section 15087 by itself without recirculating the previous Draft or FEIR. When the Lead Agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the SEIR. A finding under Section 15091 must be made for each significant effect shown in the previous EIR as revised in the SEIR.

#### **1.4 SUPPLEMENTAL EIR FOCUS AND EFFECTS FOUND NOT TO BE SIGNIFICANT**

The focus of this SEIR is on the analysis of impacts that have been determined to be potentially greater than as concluded in the Certified EIR. A Comparative Evaluation (Chapter 3.0 of the Draft SEIR) of Environmental Impacts between the Previously Approved Project and Proposed Project was performed, which provided decision-makers with a factual basis for determining which topics would need to be addressed in the SEIR by the application of CEQA Guidelines Section 15163. Based on the results of the Comparative Evaluation, several topics were determined to have impacts potentially greater than as concluded in the Certified EIR:

- Traffic and Circulation
- Water Supply and Groundwater
- Riparian Habitats, Drainage Patterns, and Drainage Facilities

These topics are analyzed in greater detail in Chapter 4.0, New Analysis, of the Draft SEIR.

The City determined through the Comparative Evaluation that the Proposed Project would not have the potential to cause new significant impacts in the following areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions

- Hazards and Hazardous Materials
- Land Use and Planning
- Mineral Resources
- Noise
- Public Services
- Recreation

Therefore, these areas were not analyzed further in the Draft SEIR; their respective impacts are summarized in Chapter 3.0 of the Draft SEIR.

## 1.5 SUPPLEMENTAL EIR ORGANIZATION

As stated above, this Final SEIR includes the January 2016 Draft SEIR, which is incorporated by reference and bound separately. Pursuant to State CEQA Guidelines Section 15120(c), the Draft SEIR contains the information and analysis required by Sections 15122 through 15131. Each of the required elements is covered in one of the Draft SEIR chapters described below:

**Chapter 1.0: Introduction and Background.** Chapter 1.0 includes an introduction to the Draft SEIR, a summary of the changes constituting the Proposed Project and necessitating preparation of an SEIR, a discussion of why an SEIR is being prepared, documents incorporated by reference, intended use of the SEIR, definition of the City as Lead Agency and contact person, the expected public review, and the format of the SEIR.

**Chapter 2.0: Project Description.** Chapter 2.0 summarizes the Proposed Project, describes the location and setting of the project site and project vicinity, describes in detail the four major components of the Proposed Project requiring discretionary actions by the City, compares the proposed land use changes to the Previously Approved Project, lists the modified project objective reflecting the Proposed Project, and defines the major discretionary actions, permits, and other necessary steps to carry out the Proposed Project.

**Chapter 3.0: Comparative Evaluation of Environmental Impacts.** Chapter 3.0 addresses the project's potential to have a physical effect on the environment and includes a comparison of those impacts with impacts analyzed in the Certified EIR. This comparative analysis has been undertaken pursuant to provisions of CEQA to provide decision-makers with a factual basis for determining which topics would need to be addressed in the SEIR by the application of CEQA Guidelines Section 15163.

**Chapter 4.0: New Analysis.** Based on the results of Chapter 3.0, Chapter 4.0 analyzes the changes in impacts determined to be potentially greater than as concluded in the Certified EIR. This topic includes traffic and circulation; water supply and groundwater; and riparian habitats, drainage patterns, and drainage facilities.

**Chapter 5.0: Updated Mitigation Monitoring and Reporting Program** Chapter 5.0 includes the updated Mitigation Monitoring and Reporting Program resulting from the analysis of impacts contained in the Draft SEIR.

**Chapter 6.0: References.** Chapter 6.0 includes references used for the preparation of the Draft SEIR.

**Chapters 7.0: List of Preparers.** Chapter 7.0 includes a list of the key individuals who participated in preparing the Draft SEIR.

**Appendices.** The Draft SEIR included six appendices (Appendix A through Appendix C-4). This Final SEIR does not include additional appendices because changes from the Draft SEIR are minor and do not warrant additional analysis.

## **1.6 PROJECT SITE LOCATION AND SETTING**

The Proposed Project site encompasses the Planning Area covered by the Arantine Hills SP, which includes approximately 276.0 acres located below the foothills of the Santa Ana Mountains adjacent to the southeastern boundary of the City of Corona, Riverside County, California. The City of Corona is generally situated southwest of the City of Riverside, south of the City of Norco, and northwest of the City of Lake Elsinore. The site location has not changed.

The Planning Area lies on an alluvial plain located within the Bedford Canyon Wash on the eastern slopes of the Santa Ana Mountains. The project site contains varied terrain comprising alluvial deposits over stable bedrock below. Bedford Canyon Wash runs northeast through the Planning Area. The site is mostly vacant and was previously partially occupied by an orchard.

The site consists of two topographical areas, the elevated bluff above and south of the canyon and the lower-lying Bedford Canyon Wash. The Bedford Canyon Wash separates the bluff area from the lower-lying areas immediately to the north. The lower-lying areas are relatively flat, with an overall downward slope to the northeast. Citrus groves were present across the majority of the lower-lying regions of the site, but were cleared between 2002 and 2009 with the exception of two small areas, which are in a relatively natural state with moderate to heavy brush. The 2009 Phase 1 Site Assessment noted that structures still present on the project site included a mobile home, one steel storage building, water wells/pumps, power poles, aboveground fertilizer tanks, and one aboveground diesel fuel tank. The structures, poles and tanks have been removed from the site by certified professionals.

The active drainage of the site, Bedford Canyon Wash, lies along the southern portion of the lower-lying region and marks the boundary of the elevated areas to the south. Figure 2.1 of the Draft SEIR is an aerial view of the project area, providing an indication of the project site coverage.

## **1.7 PREVIOUSLY APPROVED PROJECT**

The PREVIOUSLY Approved Project is a 276-acre master planned community that would support up to 1,806 residential units with densities ranging from 3 units per acre to 35 units per acre, 745,300 square feet of commercial, office, business park, and light industrial space, 15.2 acres of parks, 36.9 acres of open space, and 16.5 acres of master planned roadways.

## 1.8 PROPOSED PROJECT

The changes to the Previously Approved Project represent the Proposed Project under scrutiny in this SEIR. These changes include requests by the Proposed Project proponent, or applicant, for approval of four major actions that will require discretionary approval by the City of Corona. These actions, or components, are the GPA, the SPA, the TTM and the DA. Each of these components is described in detail in Section 2.5 of the Draft SEIR.

The Proposed Project covers the same 276.0-acre area encompassed by the Current Specific Plan. However, the Proposed Project applicant is requesting changes to the Current Specific Plan land uses and densities that would result in a decrease in potential commercial uses and elimination of mixed-use areas, the same quantity of residential units, with the residential land uses expanded into portions of the areas previously approved for commercial and mixed uses. These changes are summarized in Table 1.A of this Chapter.

### 1.8.1 Discretionary Actions

In accordance with Sections 15050 and 15367 of the State CEQA Guidelines, the City is the Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by the proposed project.

The legislative and discretionary actions to be considered by the City as part of the Proposed Project include:

- **Approval of a General Plan Amendment (GPA15-001):** As discussed in Section 2.5.1, the City General Plan Land Use Map will be amended to modify the existing General Plan Land Use designations consistent with the SPA. The GC Land Use will be reduced by 28.0 acres from 38.0 acres to 10.0 acres. The MU-I (21.1 acres) and MU-II (18.6 acres) Land Use designations will be eliminated. The residential HDR, MDR, and LDR and P and OS Land Use designations will be reallocated on site.
- **Approval of a Specific Plan Amendment (SPA15-002):** As discussed in Section 2.5.2, the GC Land Use will be reduced by 28.0 acres from 38.0 to 10.0 acres, and the amount of GC square footage is correspondingly reduced 316,400 square feet from 396,400 square feet to 80,000 square feet. The Arantine Hills SPA No. 1 eliminates the MU-I (21.1 acres) and MU-II (18.6 acres) Land Use designations, resulting in the reduction of 451 multifamily dus and 348,900 square feet of retail, office, business park, research and development, or light industrial space as a mixed-use project. The SPA also changes the mix of dus in the HDR, MDR, and LDR residential categories, while keeping the maximum permitted number of dwellings at 1,806 dus. Because the SPA serves as zoning for the Planning Area, existing zoning designations will be changed to reflect the planned land uses proposed within the SPA. The will be considered by the City Council for adoption by ordinance.
- **Approval of a Tentative Tract Map (TTM 36294R):** As discussed in Section 2.5.3, the proposed project includes a Revised Tentative Map. The Tentative Map is being processed through the City of Corona in accordance with the requirements of Chapter 16.12, entitled Tentative Map, in the City's Municipal Code and in accordance with the Subdivision Map Act of the California Government Code.

- **Approval of a Development Agreement (DA15-001):** As discussed in Section 2.5.4, a DA is being negotiated between the City of Corona and the project applicant and/or master developer. The purpose of the DA is to vest development rights and entitlements, define the benefits and fees to be paid by the project applicant and/or master developer to the City, specify the financial obligations and timing of improvements, and establish the responsibilities and rights of both the City and the project applicant and/or master developer.
- **Supplemental Environmental Impact Report (SEIR):** The City of Corona has determined that a Supplement to the Certified EIR is required to analyze the potential environmental impacts of the proposed project. The Supplement to the EIR will include mitigation measures, as appropriate, to reduce potential environmental impacts, and will be prepared in accordance with CEQA and the CEQA Guidelines. The City of Corona will consider certification of the SEIR prior to taking action on the requested approvals. In conjunction with Certification of the SEIR and approval of the Proposed Project, the City will adopt an MMRP, which will ensure implementation of the measures and conditions of project approval that were adopted to mitigate or avoid potentially significant effects on the environment.

## 1.9 SUBSEQUENT ACTIONS AND APPROVALS

Following certification of the SEIR and adoption of the discretionary actions listed in Section 2.8, additional actions and approvals will be required by the City and other agencies. Key approvals include:

- **Approval of Subsequent Tentative Tract Maps and Precise Plans:** After approval of the “A” Map, implementation of Tentative Tract Maps and Precise Plans by the merchant builder would be prepared and processed by tiering off of the SEIR with project level Mitigated Negative Declarations.
- **Approval of Improvement Plans:** After approval of the Tentative Tract Map, the City of Corona would process the corresponding ministerial Improvement Plans (e.g., potable water plans, wastewater plans, drainage plans, grading plans, and street improvement plans).

## 1.10 PUBLIC REVIEW PROCESS

As required by the CEQA Guidelines Section 15087, a Notice of Completion (NOC) of the Draft SEIR for the Arantine Hills Specific Plan (proposed project) was filed with the State Clearinghouse, and the Notice of Availability (NOA) of the Draft SEIR was filed with the County Clerk on January 8, 2016. The Draft SEIR was circulated for public review for a period of 45 days, from January 8, 2016 to February 22, 2016. Copies of the Draft SEIR were distributed to all Responsible Agencies and to the State Clearinghouse in addition to various public agencies, citizen groups, and interested individuals. Copies of the Draft SEIR were also made available for public review at the City Planning Department, area libraries, and on the internet. Fifty-four (54) comment letters were received during the public review period or immediately thereafter. Comments were received from State, regional, and local agencies, organizations, and members of the public. A list of written comments received is included in Chapter 3.0 of this Final SEIR.

On April 25, 2016, the City of Corona Planning Commission held a public hearing to provide recommendations to the City Council regarding approval of the Supplemental EIR and associated discretionary actions. In response to the notice distributed to the public regarding the public hearing, forty eight (48) letters or emails were received. The authors of the letters and emails generally voiced their opinions for or against the project, plus a letter from Caltrans regarding the technical aspects of the traffic study prepared for the project and a letter from Briggs Law Corporation containing a broad, sweeping assertion that the provisions of CEQA were not followed but included no specific reasons or analysis in support of the unsubstantiated assertion. In addition, a number of people spoke at the public hearing, some of which had previously submitted comment letters.

## **1.11 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Chapter 3.0 of the Draft SEIR compares the impact analysis for the Previously Approved Project as contained in the Certified EIR with an analysis of Proposed Project. Chapter 4.0 of the Draft SEIR provides the supplemental analysis required to assess potential traffic, water supply, riparian habitat, drainage patterns, and drainage facilities impacts associated with the Proposed Project. The determination that traffic, water supply, drainage patterns, and drainage facilities require supplemental analyses is based on the conclusions contained in Chapter 3.0 of the Draft SEIR. The supplemental analysis from Chapter 4.0 of the Draft SEIR is recapped below.

### **1.11.1 Traffic**

The Traffic Impact Analysis (TIA) (Appendix A of the Draft SEIR) prepared for the Proposed Project examined traffic impacts from the Proposed Project or a phase of the Proposed Project at: 1) local vicinity intersections and the I-15 on-ramp and off-ramp intersections on Cajalco Road and El Cerrito Road; 2) roadway segments; 3) freeway ramp meters; and 4) freeway ramp merge/diverge locations. The impacts of the Proposed Project or a phase of the Proposed Project were assessed by examining the following three scenarios:

- Year 2017 plus Phase 1
- Year 2017 plus Full Project
- 2035 plus Full Project

#### **Year 2017 plus Phase 1**

##### *Year 2017 plus Phase 1 Intersection Impacts.*

The Proposed Project includes changes to the Previously Approved Project. The four key components of the Proposed Project include the GPA, the SPA, the TTM, and the DA discussed in Chapter 2.0 of the SEIR. In essence, the Proposed Project would encompass the same development footprint as the Previously Approved Project and would reduce the overall intensity of land use and trip generation in comparison to the Previously Approved Project. The TIA (Appendix A of the Draft SEIR) shows that Phase 1 of the Proposed Project (308 single-family production units or a combination of single-family and condominium/townhome production units that have the same or a lesser external trip count as 308 single-family production units) will not trigger a significant impact at the I-15/Cajalco Road Interchange ramps. Based on this new information, the restriction from the Certified EIR that prohibits all project development until such time that the I-15/Cajalco Road interchange improvements are constructed and operational no longer applies. The DA allows Phase 1 to be built



out prior to the initiation of construction of the Cajalco Road Interchange improvements but also requires master developer to fund those improvements.

The TIA (Appendix A of the Draft SEIR) prepared for the Proposed Project assessed year 2017, or near-term, traffic impacts to local vicinity intersections including the I-15 on-ramp and off-ramp intersections on Cajalco Road and El Cerrito Road with the addition of Phase 1 of the Proposed Project even though initial development of homes will not likely begin until 2017. For the purposes of the traffic analysis, the 2017 scenario represents a reasonable estimate of the time at which the first phase of the Proposed Project might be developed and occupied and for the purposes of this SEIR represents baseline conditions.

Phase 1 of the Proposed Project would contribute to unacceptable levels of service at the Masters Drive/California Avenue and Masters Drive/Christopher Lane intersections. Both intersections are currently operating at unacceptable levels of service under existing conditions as well as year 2017 without the Proposed Project. For this reason, Phase 1 impacts at these two intersections are considered to be cumulative in nature, and not project-specific. The project proponent's responsibility towards mitigating these existing and cumulative impacts shall be in the form of paying its fair share of 64% for Masters Drive/California Avenue and its fair share of 27% for Masters Drive/Christopher Lane, prior to the issuance of the first production home building permit. The project proponent also will install intersection improvements to provide project access from Eagle Glen Parkway at Bedford Canyon Road and proposed Street "C."

Mitigation Measure 4.16.6.1A from the Certified EIR (also refer to Section 4.1.2 of the Draft SEIR) requires that the developer either construct or guarantee the construction of a traffic signal at the Masters Drive/California Drive intersection. However, the measure does not provide mitigation for the Masters Drive/Christopher Lane intersection while prescribing additional improvements for the Masters Drive/Eagle Glen Parkway intersection that are not required for the first phase of development. Consequently, Mitigation Measure 4.16.6.1A requires the deletion of the requirement in the Certified EIR that the developer construct the improvements for the Masters Drive/California and the Masters Drive/Eagle Glen Parkway intersections and the addition of the requirement that improvements be installed by the project proponent at the Bedford Canyon Road/Eagle Glen Parkway and Street "C"/Eagle Glen Parkway intersections. Mitigation for the cumulative impacts at the two Masters Drive intersections shall be accomplished by payment of project proponent's fair share contribution as detailed in Mitigation Measure 4.16.6.2A. The mitigation measures, modified from the Certified EIR, are presented in Section 4.1.4 of the Draft SEIR and Chapter 4.0 (MMRP) of this Final SEIR.

Additionally, the I-15/Cajalco Road northbound and southbound on- and off-ramp intersections operate at acceptable levels of service in the Year 2017 plus Phase 1 scenario. Mitigation Measure 4.16.6.1A from the EIR prescribes improvements for the I-15/Cajalco Road northbound and southbound on- and off-ramp intersections that are now not required for the first phase of development. Consequently, the improvements defined by the Certified EIR in Mitigation Measure 4.16.6.1A for the I-15/Cajalco Road northbound and southbound on- and off-ramp intersections will be eliminated. The mitigation measure, modified from the Certified EIR, is presented in Section 4.1.4 of the Draft SEIR and Chapter 4.0 (MMRP) of this Final SEIR.

*Year 2017 plus Phase 1 Roadway Segment Impacts.*

The TIA (Appendix A of the Draft SEIR) prepared for the Proposed Project assessed Year 2017 Plus Phase 1 roadway segment impacts based on a detailed analysis of daily roadway capacities. In summary, the TIA found Phase 1 of the Proposed Project would create two project-specific or cumulatively considerable traffic impacts at local vicinity roadway segments. However, the TIA also confirms that the detailed peak hour intersection analysis indicates acceptable levels of service are obtained at the roadway segments with the inclusion of the recommended interchange and intersection improvements, and no mitigation is required.

#### *2017 plus Phase 1 Freeway Ramp Meter Impacts*

The TIA (Appendix A of the Draft SEIR) prepared for the proposed project assessed ramp metering for 2017 Plus Phase 1. The analysis concluded that the following metered lanes are needed for each on-ramp location:

- I-15 Southbound On-Ramp at El Cerrito Road – 1 lane.
- I-15 Southbound On-Ramp at Cajalco Road – 1 lane.
- I-15 Northbound On-Ramp at El Cerrito Road – 1 lane.
- I-15 Northbound On-Ramp at Cajalco Road – 2 lanes.

#### *2017 plus Phase 1 Freeway Merge/Diverge Impacts*

The TIA (Appendix A of the Draft SEIR) prepared for the Proposed Project assessed Year 2017 Plus Phase 1 traffic impacts to I-15 freeway ramp merge and diverge locations. The analysis concluded that Phase 1 of the project would contribute to unacceptable levels of service at the following ramp merge and diverge locations:

- I-15 Southbound On-ramp at El Cerrito Road.
- I-15 Southbound Off-ramp at Cajalco Road.
- I-15 Northbound On-ramp at El Cerrito Road.
- I-15 Northbound Off-ramp at El Cerrito Road.
- I-15 Northbound On-ramp at Cajalco Road.

Because there are no feasible mitigation measures available to mitigate the project's cumulative contribution to traffic on the I-15 Freeway, the project's cumulative impacts to freeway ramp merge and diverge locations are considered to be significant and unavoidable. The Certified EIR reached the same conclusion. However, ramp metering at the Cajalco Road interchange would likely be addressed as part of the Cajalco Road/I-15 Interchange Project between CalTrans and the City. Ramp metering at the El Cerrito Road ramps would likely be addressed by the appropriate agency at a future date if regional improvements at this location are considered.

### **Year 2017 plus Full Project**

#### *2017 Plus Full Project Intersection Impacts.*

The TIA (Appendix A of the Draft SEIR) prepared for the Proposed Project assessed Year 2017 Plus Full Project impacts to local vicinity intersections including the I-15 on-ramp and off-ramp intersections on Cajalco Road and El Cerrito Road.

Buildout of the Proposed Project would contribute to or create unacceptable levels of service or results in signal warrants met at the following seven intersections in year 2017:

- Masters Drive/California Avenue
- Masters Drive/Eagle Glen Parkway
- I-15 Southbound Ramps/Cajalco Road
- I-15 Northbound Ramps/Cajalco Road
- Masters Drive/Christopher Lane
- Via Castilla Street/Masters Drive
- Morales Way/Masters Drive

Revised Mitigation Measure 4.16.6.2A provides adequate mitigation for Phase 1 cumulative impacts to the Masters Drive intersections at California Avenue and Christopher Lane and will also provide adequate mitigation for the full project cumulative impacts at these intersections in Year 2017. The mitigation measure, modified from the Certified EIR, is presented in Section 4.1.4 of the Draft SEIR and Chapter 4.0 (MMRP) of this Final SEIR.

With the addition of the remainder of the Proposed Project following Phase 1, the remaining five intersections degrade from acceptable to unacceptable levels of service, resulting in a project-specific impact. Three of these locations are on Masters Drive. The project proponent's responsibility towards mitigating the project-specific impacts on Masters Drive at Eagle Glen Parkway shall be to construct the improvements defined in Table 8-1 of the TIA (Appendix A of the Draft SEIR) and set forth in revised Mitigation Measure 4.16.6.3A prior to issuance of the first building permit after Phase 1. To mitigate the project-specific impacts on the two other intersections on Masters Drive, the master developer shall be required to pay its fair share of 100% for Via Castilla/Masters Drive and its fair share of 100% for Morales Way/Masters Drive, prior to the first production home building permit after Phase 1. New Mitigation Measure 4.16.6.3B has been included to require that the developer pay these fair share amounts prior to issuance of the first building permit after Phase 1. The mitigation measures, modified from the Certified EIR, are presented in Section 4.1.4 of the Draft SEIR and Chapter 4.0 (MMRP) of this Final SEIR.

The other two project specific-impacts are to the I-15 Southbound and Northbound Ramps at Cajalco Road. As discussed in Chapter 2.0 of the Draft SEIR, the Proposed Project includes a DA that includes a provision in which the project proponent shall bond for the entirety of the I-15 and Cajalco Road Interchange improvements prior to the issuance of the first production building permit. Although the developer is only responsible for 32.5 percent of the cost associated with the construction of the interchange as defined by the percent of future traffic growth added to the interchange attributable to the Proposed Project, the developer has agreed to advance the funds to the City or post bonds for the remaining 67.5 percent of the cost as part of the DA. The purpose of the advanced funding is to provide monies necessary to implement the Cajalco Road Interchange improvements that are under design by the City, in so doing speed up delivery of this regional transportation improvement project, and remove the mitigation measure contained in the Certified EIR that requires the Interchange improvements be fully constructed prior to issuance of any building permit. In return, the developer would be permitted to build Phase 1 prior to the initiation of construction of the interchange improvements. As such, new Mitigation Measure 4.16.6.3C has been

included to require that the developer post a bond in the amount necessary to fund the cost of the Interchange improvements and in so doing contribute more than the project's share of the mitigation required for the interchange. The mitigation measure, modified from the Certified EIR, is presented in Section 4.1.4 of the Draft SEIR and Chapter 4.0 (MMRP) of this Final SEIR.

Additionally, improvements necessary to provide project access from Bedford Canyon Road/Eagle Glen Parkway, Street "C"/Eagle Glen Parkway, Street "C"/Street "B," Street "A" – Street "D"/Street "B," Street "A"/TAZ 4 Main Driveway, and Street "A"/TAZ 4 South Driveway as defined in Table 8-1 of the TIA (Appendix A of the Draft SEIR) shall be installed by the project proponent. Revised Mitigation Measure 4.16.6.3A requires that the developer implement these access-related improvements prior to issuance of the first building permit after Phase 1. The mitigation measure, modified from the Certified EIR, is presented in Section 4.1.4 of the Draft SEIR and Chapter 4.0 (MMRP) of this Final SEIR.

#### *Year 2017 plus Full Project Roadway Segment Impacts*

The TIA (Appendix A of the Draft SEIR) prepared for the Proposed Project assessed Year 2017 plus Full Project roadway segment impacts based on a detailed analysis of daily roadway capacities. In summary, the TIA found the full project would create two project-specific or cumulatively considerable traffic impacts at local vicinity roadway segments. However, the TIA also confirms that the detailed peak hour intersection analysis indicates that with the inclusion of the recommended interchange and intersection improvements, acceptable levels of service are obtained at the roadway segments, and no mitigation is required.

#### **Year 2035 plus Full Project**

##### *Year 2035 plus Project Intersection Impacts.*

The TIA (Appendix A of the Draft SEIR) prepared for the Proposed Project assessed Year 2035 plus Full Project impacts to local vicinity intersections including the I-15 on-ramp and off-ramp intersections on Cajalco Road and El Cerrito Road. Buildout of the Proposed Project would contribute to or create unacceptable levels of service or results in signal warrants met at the following nine intersections in year 2035:

- Masters Drive/California Avenue
- Masters Drive/Bennett Avenue
- Masters Drive/Eagle Glen Parkway
- I-15 Southbound Ramps/El Cerrito Road
- Temescal Canyon Road/Cajalco Road
- Street "C"/Eagle Glen Parkway
- Masters Drive/Christopher Lane
- Via Castilla Street/Masters Drive
- Morales Way/Masters Drive

Revised Mitigation Measure 4.16.6.2A provides adequate mitigation for Phase 1 cumulative impacts to the Masters Drive intersections at California Avenue and Christopher Lane and will also provide adequate mitigation for the full project cumulative impacts at these intersections in Year 2035.

With the addition of the full project, the remaining seven intersections degrade from acceptable to unacceptable levels of service or meet the warrant for signalization, resulting in a project-specific impact. Three of these locations are on Masters Drive at Eagle Glen Parkway, Via Castilla Street, and Morales Way. The project proponent's responsibility towards mitigating the project-specific impacts on Masters Drive shall be to construct or fund its fair share of the improvements defined in Table 8-1 of the TIA (Appendix A of the Draft SEIR) prior to issuance of the first building permit after Phase 1 as contained in revised Mitigation Measures 4.16.6.3A and 4.16.6.3B. The mitigation measures, modified from the Certified EIR, are presented in Section 4.1.4 of the Draft SEIR and Chapter 4.0 (MMRP) of this Final SEIR.

The other four project specific-impacts are to the Masters Drive/Bennett Avenue, I-15 Southbound/El Cerrito Road, Temescal Canyon Road/Cajalco Road, and Street "C"/Eagle Glen Parkway intersections. Impacts at these four locations are cumulative in nature, and therefore the Proposed Project is responsible for making a fair share contribution towards future improvements at these locations. These fair share requirements are contained in revised Mitigation Measure 4.16.6.4A. The mitigation measure, modified from the Certified EIR, is presented in Section 4.1.4 of the Draft SEIR and Chapter 4.0 (MMRP) of this Final SEIR.

In summary, revised Mitigation Measure 4.16.6.2A provides adequate mitigation for full project cumulative impacts to the Masters Drive intersections at California Avenue and Christopher Lane. Mitigation Measure 4.16.6.3A from the Certified EIR has been revised to reflect construction by the project proponent of the project-specific and access intersection improvements required to mitigate project buildout impacts to the Masters Drive at Eagle Glen Parkway intersection in Year 2017 that will also mitigate project impacts in Year 2035. New Mitigation Measure 4.16.6.3B has been created requiring payment of fair share amounts for the project specific impacts at the Via Castilla/Masters Drive and Morales Way/Masters Drive in Year 2017 that will also mitigate project impacts in Year 2035. New Mitigation Measure 4.16.6.3C has been included requiring the developer to fund the total cost for construction of the I-15/Cajalco Road Interchange improvement project to mitigate project buildout impacts to the interchange in Year 2017 that will also mitigate project impacts in Year 2035. Revised Mitigation Measure 4.16.6.4A from the Certified EIR establishes fair share contributions to be made by the project developer for cumulative impacts to the Masters Drive/Bennet Avenue, I-15 Southbound Ramps/El Cerrito Road, Temescal Canyon Road/Cajalco Road, and Street "C"/Eagle Glen Parkway intersections. The mitigation measures, modified from the 2012 Certified EIR, are presented in Section 4.1.4 of the Draft SEIR and Chapter 4.0 (MMRP) of this Final SEIR.

#### *Year 2035 plus Project Intersection Impacts.*

The TIA (Appendix A of the Draft SEIR) prepared for the proposed project assessed ramp metering for 2035 Plus Full Project. The analysis concluded that the following metered lanes are needed for each on-ramp location:

- I-15 Southbound On-Ramp at El Cerrito Road – 2 lanes.
- I-15 Southbound On-Ramp at Cajalco Road – 1 lane.
- I-15 Northbound On-Ramp at El Cerrito Road – 2 lanes.
- I-15 Northbound Slip On-Ramp at Cajalco Road – 2 lanes.
- I-15 Northbound Loop On-Ramp at Cajalco Road – 1 lane.

### *Year 2035 Plus Full Project Freeway Merge/Diverge Impacts*

The TIA (Appendix A of the Draft SEIR) prepared for the Proposed Project assessed Year 2035 Plus Full Project traffic impacts to I-15 freeway ramp merge and diverge locations. The analysis concluded the project would contribute to unacceptable levels of service at the following ramp merge and diverge locations:

- I-15 Southbound Off-ramp at El Cerrito Road.
- I-15 Southbound On-ramp at El Cerrito Road.
- I-15 Southbound Off-ramp at Cajalco Road.
- I-15 Southbound On-ramp at Cajalco Road.
- I-15 Northbound On-ramp at El Cerrito Road.
- I-15 Northbound Off-ramp at El Cerrito Road.
- I-15 Northbound On-ramp at Cajalco Road.
- I-15 Northbound Slip On-Ramp at Cajalco Road.
- I-15 Northbound Loop On-Ramp at Cajalco Road.
- I-15 Northbound Off-Ramp at Cajalco Road.

Because there are no feasible mitigation measures available to mitigate the Proposed Project's cumulative contribution to traffic on the I-15 Freeway, the project's cumulative impacts to freeway ramp merge and diverge locations are considered to be significant and unavoidable. The Certified EIR reached the same conclusion. However, ramp metering at the Cajalco Road interchange would likely be addressed as part of the Cajalco Road/I-15 Interchange Project between CalTrans and the City. Ramp metering at the El Cerrito Road ramps would likely be addressed by the appropriate agency at a future date if regional improvements at this location are considered.

### **Level of Significance after Mitigation**

With implementation of the improvements contained in the modified and new measures described in Section 4.1.4 of the Draft SEIR and Chapter 4.0 (MMRP) of this Final SEIR, intersection impacts would be reduced to a less than significant level for Phase 1 development (308 single-family production units or a combination of single-family and condominium/townhome production units that have the same or a lesser external trip count as 308 single-family production units) with the exception of impacts to the Masters Drive/Christopher Lane intersection. Necessary improvements for the Masters Drive/Christopher Lane intersection have been addressed as part of Phase 2 mitigation (Mitigation Measure 4.16.6.3.B) because the City may implement the necessary signal improvements as part of a future Masters Drive roadway improvement project. For this reason, impacts from Phase 1 at the Masters Drive/Christopher Lane intersection would remain significant and unavoidable until such time that the Masters Drive roadway improvements are implemented by the City.

The 2017 Plus Full Project analysis identified level of service impacts at the Via Castilla Street/Masters Drive and Morales Way/Masters Drive intersections that would require mitigation via payment of a 98 percent and 99 percent (respectively) fair-share contributions toward the cost of constructing necessary improvements to reduce the impacts to less than significant. However, based upon regional transportation improvements that are currently under constructions or are expected to be under construction prior to or at the same time as the construction of this project, the City anticipates that the signalization improvements may not be necessary at the Via Castilla Street/

Masters Drive and Morales Way/Masters Drive intersections or that other traffic improvements along Masters Drive may be warranted. Therefore, the City has not required the developer to construct the signalization improvements at these two intersections. Instead, the developer will be required to pay fair-share contributions toward the construction of improvements at Via Castilla Street/Masters Drive and Morales Way/Masters Drive intersections, which the City will use to make such improvements at such time that the improvements are warranted. This would create a new significant and unavoidable impact that would be fully mitigated upon completion of the Masters Drive roadway improvements by the City, because the improvements may not be installed until after the completion of the project.

In addition, the 2017 Plus Full Project analysis identified level of service impacts at the I-15/Cajalco Road northbound and southbound ramp intersections and mitigation via substantive improvements to the Interchange. These interchange improvements have been previously examined by the Riverside County Transportation Commission (RCTC); engineering design is close to completion, NEPA/CEQA re-validation of the original environmental clearance has been started by the City, and the Interchange improvement project is awaiting final funding. However, the DA creates the potential for a new significant and unavoidable impact that was not identified in the Certified EIR in the form of level of service impacts at the I-15/Cajalco Road northbound and southbound ramp intersections. Although the developer will advance the total cost for the construction of the I-15/Cajalco Road interchange improvements, the time frame for start and end of construction is not clear. Therefore, while the developer cannot develop more than Phase 1 prior to the commencement of construction of the interchange improvements, it is possible that more than Phase 1 would be developed prior to completion of the interchange improvements.

As discussed in Section 4.1.3 of the Draft SEIR, development of the project beyond Phase 1 would cause the I-15 Northbound Ramps/Cajalco Road intersection to degrade to unacceptable conditions during the p.m. peak hour. This would create a new significant and unavoidable impact, albeit a temporary impact, that will be fully mitigated upon completion of the I-15/Cajalco Road interchange improvement project by the City in cooperation with Caltrans and RCTC. Findings and overriding considerations for these significant and unavoidable impacts will be required prior to approval of the Proposed Project.

### **1.11.2 Water Supply**

The Water Supply Assessment (Appendix M-3 of the Certified EIR) prepared for the Previously Approved Project indicated the City's primary water source is groundwater from the Temescal, Bedford, and Coldwater Sub-basins. The secondary source is water imported by the MWD from the Colorado River and the SWP. The Proposed Project would result in changes in the amount of certain land use designations, including an increase in the amount of residential and open space acreage and decrease in the amount of commercial, mixed use, and parkland acreage.

Based on the Water Supply Assessment (WSA) (Appendix B of the Draft SEIR) prepared for the Proposed project, water demand for the Proposed Project uses would total 796 acre-feet/year (AFY) with development of the maximum 1,806 dwelling unit scenario. Of this total, 709 AFY is potable water demand and approximately 87 AFY is recycled water demand. While the Proposed Project would not result in a change in the size, boundaries or location of the Proposed project from that of the Previously Approved Project, and does not include any land use designations not previously analyzed, the Proposed Project would increase overall water demand, due to the elimination of high density uses and increase in low density development that has a larger per capita water use demand.

A review of the Water Supply Assessment (Appendix M-3 of the Certified EIR) prepared for the Certified EIR indicated that the water demand associated with the development of denser, age-restricted housing within certain planning areas was not identified. The option for the development of this housing type was and continues to be a component of the Proposed Project. The annual water demand for this denser residential product is approximately 42.3 AFY. To ensure an equal comparison, this additional water demand was added to the water demand cited in Certified EIR, resulting in a water demand of approximately 751 AFY (709 AFY + 42.3AFY). Based on the WSA (Appendix B of the Draft SEIR) prepared for the Proposed Project, water demand for the Proposed Project uses would total 796 AFY (of this 709 AFY is potable water demand and approximately 87 AFY is recycled water demand). Compared to the Certified EIR, the Proposed Project would require an additional 45 AFY of water (796 AFY - 751 AFY = 45 AFY).

On January 17, 2015, Governor Brown declared a State of Emergency due to drought conditions experienced across the State.<sup>1</sup> This declaration directed State officials to take all necessary actions to prepare for these drought conditions and establish a statewide water conservation campaign. A change in circumstances in potential water supply has occurred since approval of the Previously Approved Project. As discussed in the Certified EIR, in the event that imported water is not available, the City would rely solely on groundwater supplies to meet existing and future water demands. As indicated in the Certified EIR, the proposed project's potable water demand may result in a reduction in groundwater supplies during a prolonged drought.

The City's 2010 Urban Water Management Plan (UWMP) identifies an availability of sufficient water supplies to meet future needs for the City's water service area through its anticipated build-out, projected to occur in year 2030 under normal, single-dry and multiple-dry water years. Dry year supplies were documented through an assessment of groundwater, reclaimed water, and imported water supplies. The City is implementing groundwater management strategies such as groundwater recharge and expanded use of recycled water that will decrease the City's use of potable water supplies and allow the City to continue sustainable groundwater pumping to meet the projected demands of the City's existing and planned future uses, specifically including the Proposed Project. The WSA is a refinement of the analysis in the 2010 UWMP, accounting for changes in groundwater production from wells in the Temescal Sub-Basin and recent State Water Project and Colorado River water litigation issues. The conclusion of the WSA assessment is that the City has sufficient water supplies to support the Proposed Project.

The City has sufficient groundwater rights to extract the necessary water to serve the Proposed Project. The amount of groundwater anticipated to be pumped by the City is projected to decline until 2020 in order to meet State conservation goals, and then resume a growth trend. Although the WSA indicates that there is sufficient water supply to service the Proposed Project, in the event imported water is not available, additional groundwater supplies above existing conditions could be utilized. Even with the Proposed Project's increase in water demand and associated impacts on groundwater supplies, the Proposed Project does not result in an impact that was not already addressed in the Certified EIR. To reduce the potential significant effect on groundwater supplies during drought conditions, mitigation was identified in the Certified EIR. This mitigation remains valid for the impact associated with the Proposed Project. No new significant environmental impact would result from the Proposed Project.

### **Level of Significance after Mitigation**

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<sup>1</sup> State of California, Office of Governor Edmund G. Brown Jr. 2014. Governor Brown Declares Drought State of Emergency. <http://gov.ca.gov/news.php?id=18368> (accessed June 25, 2015).



No mitigation measure additions or changes were made to mitigation measures previously included in the Certified EIR. Mitigation Measures 4.9.6.3A and 4.9.6.3B, developed in the Certified EIR and restated in Chapter 4.0 (MMRP) of this Final SEIR, are still required to reduce groundwater and water supply impacts. With implementation of Mitigation Measures 4.9.6.3A and 4.9.6.3B, impacts to groundwater and water supply would be reduced to less than significant levels. This is the same level of significance identified in the Certified EIR. Implementation of the Proposed Project would not increase impacts to local groundwater or water supply.

### **1.11.3 Riparian Habitat, Drainage Patterns, and Drainage Facilities**

As identified in Chapter 2.0 of the Draft SEIR, the Proposed Project includes three design options to convey storm flows and protect the existing Bedford Canyon. One design option includes the construction of a concrete lined bypass channel adjacent to Bedford Canyon Wash to convey major storm flows while allowing metered flows to remain in the existing Bedford Canyon Wash. The second design option is similar, yet the bypass channel is designed in a wider, deeper, and more natural manner, including a soft bottom. The third option does not include a bypass channel but instead reestablishes Bedford Canyon Wash to a much wider and more natural configuration in order to safely convey low flows as well as storm flows. These design options are generally described below:

- **Option 1: Concrete-Lined Bypass Channel**

- Upstream debris basin to catch large rocks, branches, and debris while allowing normal sediment transport processes to occur for storms above a 2-year event.
- Diversion structure to maintain 150 cfs within Bedford Canyon Wash and divert all higher flows into concrete lined bypass channel.
- At downstream portion of the site, the bypass channel would discharge flows into a “plunge pool” to reduce velocities before reconnecting to Bedford Canyon Wash near the downstream property line.
- Concrete-lined bypass channel measures approximately 46 feet wide at the bottom.

- **Option 2: Soft-Bottom Bypass Channel**

- Upstream debris basin to catch large rocks, branches, and debris while allowing normal sediment transport processes to occur for storms above a 2-year event.
- Bypass channel excavated lower in elevation than adjacent “B” Street and building pads.
- Buried riprap rock on both sides of bypass channel and buried grade control structures.
- Alluvial fan sage scrub vegetation planted in soft bottom and above buried riprap banks.
- Nominal low flows may remain in Bedford Canyon Wash during storm events.
- Soft bottom bypass channel measures approximately 82 feet wide at the bottom.

- **Option 3: Reestablish Bedford Canyon Wash**

- Upstream debris basin to catch large rocks, branches, and debris while allowing normal sediment transport processes to occur for storms above a 2-year event.
- Bedford Canyon Wash excavated lower in elevation than adjacent “B” Street.

- Buried riprap rock on both sides of bypass channel and buried grade control structures.
- All flows captured in Bedford Canyon Wash.
- Alluvial fan sage scrub vegetation planted in soft bottom and above buried riprap banks.
- Reestablished Bedford Canyon Wash widened to approximately 200 feet.

All three design options would occur within the boundaries of the Previously Approved Project analyzed in the Certified EIR, plus a debris basin located off-site, south of the Proposed Project boundary. This area was analyzed in the Certified EIR and in 2015 as part of the updated biological studies for the Proposed Project.

On September 3, 2015, the Applicant met with the Resource Agencies as part of the Multiple Species Habitat Conservation Plan (MSHCP) consultation process. During that meeting, the Resource Agencies identified another feature as jurisdictional, which is referred to as "Tributary D." Tributary D is an unvegetated ephemeral swale located on top of the bluff to the east of Bedford Canyon Wash. The swale was determined to be considered Waters of the State, but was determined not to be considered Waters of the United States.

Among the three design options, the only variation in impacts to jurisdictional waters occurs within Bedford Canyon Wash. Impacts to the other jurisdictional waters (Tributaries A – D and Ditch A) do not change among design options. Table 4.E in Section 4.3.3 of the Draft SEIR summarizes temporary and permanent impacts associated with each design option and compares those with the impacts identified in the Certified EIR.

All three design options result in similar or less permanent impacts to Waters of the U.S. and Waters of the State than identified in the Certified EIR, with the exception of Options 1 and 3. Option 1 requires a diversion structure to direct storm flows into the bypass channel and allow metered flows of up to 150 cubic feet per second (CFS) to remain in Bedford Canyon Wash. The diversion structure accounts for the increase in permanent impacts to Waters of the State above those analyzed in the Certified EIR. Option 3 would maintain all storm flows within Bedford Canyon Wash and re-establish the wash as a wider, more natural drainage course. The addition of Tributary D accounts for the increase in permanent impacts to Waters of the State above that analyzed in the Certified EIR. Temporary impacts vary among the design options. The highest level of temporary impact occurs with Option 3, which includes the re-establishment of Bedford Canyon Wash into a wider, more natural drainage course. In order to accomplish Option 3, temporary impacts to existing Bedford Canyon Wash are necessary to widen and lower the Wash. However, since the Wash would be reestablished, the temporary impacts do not constitute a significant biological impact.

Also, common to all three design options is a bridge crossing Bedford Canyon Wash to reach the upper bluff located southeast of the Wash. The bridge design will either be a single or dual span structure depending on the design option. The single or dual span structure could be designed as an arch system or conventional girder design. For all three design options for Bedford Canyon Wash, the impact analysis assumed a center pier structure in Bedford Canyon Wash and impacts at the bluff.

All options would result in permanent impact to Waters of the State and Waters of the U.S. Therefore, mitigation identified in the Certified EIR would in general still be applicable to the Proposed Project with minor adjustments for the change in acres depending on the option to be chosen. Additionally, new Mitigation Measure 4.4.5.3E was developed in the event either Options 2 or 3 are implemented to require an Operations and Maintenance Manual or Long Term Management Plan to ensure

necessary periodic maintenance occurs. The mitigation measures, modified from the Certified EIR, are presented in Section 4.3.4 of the Draft SEIR and Chapter 4.0 (MMRP) of this Final SEIR.

The watershed tributary to the project site is characterized by uniform, steep slopes. The upper portion of the project site is covered with annual grass and open brush. The project site generally slopes northerly at a grade of approximately 3 to 5 percent. Bedford Canyon Wash traverses along the southeast side of the property, and flows are currently conveyed in a natural channel. Bedford Canyon Wash discharges into Temescal Canyon Creek. Development of the Proposed Project would result in changes to the existing flow patterns and flow paths. With the exception of a bridge structure, including abutments and pier, for the culverts under I-15 near the southeast and northeast sides of the project, there are no other drainage facilities that exist near or within the project area.

Peak storm water runoff and volumes along with sediment transport capacities were developed for a series of storm events ranging from the average annual storm to the 100-year storm. Runoff discharge rates ranged from approximately 800 cfs for the average annual storm to approximately 4,400 cfs for the 100-year storm event. Factoring in the debris/sediment potential for the watershed, the 100-year design flowrate was increased from approximately 4,400 cfs to approximately 6,100 cfs.

Peak storm flows and volumes will increase due to the installation of impervious surfaces associated with residential and commercial development. However, the project's conceptual drainage plan proposes a system of drainage facilities and detention basins to mitigate these increases in peak flows and mitigate how fast the increased volume will be released into the natural streambed. The majority of the underground drainage facilities are proposed to be placed under the future streets. An open channel is proposed along the north side of the project site. Detention basins are proposed at two locations in order to mitigate increases in storm runoff due to the development of the various planning areas.

To accommodate runoff from the site, flows would be captured in a regional basin located in Planning Area 12 (Basin A) and a local basin located in Planning Area 14 (Basin B). These basins would be constructed on-site by the developer and would not be considered City facilities. Both basins will provide detention and water quality benefits. Storm flows from the project site will flow into the detention basin where they are held and metered out to Bedford Canyon Wash. The outflow to Bedford Canyon Wash from the basins is reduced from the pre-development condition.<sup>2</sup> This process minimizes the possibility of erosion and discharge of pollutants associated with on-site runoff. The basins will also treat low flows, including initial storm flows, to improvement water quality. Pollutants associated with the operations of the SPA land uses include sediment/turbidity, nutrients, organic compounds, trash and debris, oxygen-demanding substances, bacteria and viruses, oil and grease, pesticides, and metals. The basins will be designed to treat these pollutants prior to discharge into Bedford Canyon Wash.

Since approval of the Previously Approved Project, no changes in the boundaries, size, or location of the project site have occurred. The SPA, as proposed, would not introduce a substantially greater extent of amount of impervious surfaces than that originally analyzed in the Certified EIR. However, since preparation of the Certified EIR, new options for conveying storm water have been identified. These options, previously summarized, were developed to maintain or restore the natural channel in

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<sup>2</sup> Basin A. Predevelopment, 100-year (24 hour duration) = 158.2 cfs. Post-development outflow = 138.0 cfs. Basin B. Predevelopment, 100-year (24 hour duration) = 21.3 cfs. Post-development outflow = 11.7 cfs.

such a manner so as to minimize erosion to the existing bluff and perpetuate the sediment transport capabilities of the natural wash. Under Option 1, a flow of 150 cfs would be maintained within the Bedford Canyon Wash to prevent excessive erosion in the natural channel. In a 100-year event, the upstream debris basin overflows to the rectangular concrete channel. The 100-year flow would be contained in the concrete channel. Options 2 and 3 both utilize buried riprap slope protection for the bluff and the slope for Proposed Project area and buried riprap drop structures to control erosion of the wash. Each of the design options would safely convey the 100-year storm event and would achieve the following general hydraulic objectives:

- Accommodate the 100-year storm event for Bedford Canyon Wash in a burned and bulked condition with sufficient additional freeboard above design flow elevations.
- Protect the existing bluff on the east side of Bedford Canyon Wash from erosive velocities by either placing high velocity storm flows in a bypass channel or protecting the bluff with buried riprap.
- Lower the elevation of storm flows in either the bypass channel or Bedford Canyon Wash to an elevation below proposed Street “B” and adjoining residential building pads.
- Discharge storm flows at the downstream (northern) property line in a manner consistent with existing flows, including peak volumes, velocities, and debris conveyance.

The 100-year floodplain is properly contained within all of the three drainage options. While the Proposed Project would not place housing within a 100-year flood hazard area, the developer will be required to adhere to the Federal Emergency Management Agency (FEMA) Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) certification processes. Completion of the LOMR will lead to a change to FEMA’s Flood Insurance Rate Map (FIRM) or Flood Boundary and Floodway Map (FBFM), thereby verifying that the Proposed Project would not place housing within an area mapped for 100-year flood hazard.

All drainage facilities and flood control measures will be designed in accordance with the requirements of the City of Corona and Riverside County Flood Control and Water Conservation District. The Certified EIR identified Mitigation Measure 4.9.6.4A to ensure the drainage facilities are sufficiently located, sized, and constructed to protect the project from the 100-year flood hazards. This mitigation remains valid for the Proposed Project with minor adjustments to account for the timing of the issuance of the building permits in relation to construction of the drainage facilities. To supplement Mitigation Measure 4.9.6.4A, new Mitigation Measure 4.9.6.4B was created in the Draft SEIR to ensure FEMA’s CLOMR/LOMR process is undertaken. The mitigation measures, modified from the Certified EIR, are presented in Section 4.3.4 of the Draft SEIR and Chapter 4.0 (MMRP) of this Final SEIR.

While implementation of the Proposed Project would not change the volume and velocities of storm water flow, each of the identified drainage options provide for the safe conveyance of flows, enhance erosion protection, and preserve the majority of the sediment transport process through the natural function of the Bedford Canyon Wash. The Previously Approved Project provided comprehensive drainage features to sufficiently handle project-related drainage. The extent, nature and function of drainage facilities for the Proposed Project are substantially similar to those addressed in the Certified EIR. Therefore, no greater impact than that identified in the Certified EIR would occur.

### **Level of Significance after Mitigation**

The design and construction of drainage facilities in accordance with the City, Riverside County Flood Control District, and FEMA review and approval procedures as implemented by revised Mitigation Measure 4.9.6.4A and new Mitigation Measure 4.9.6.4B would ensure a less than significant impact would occur.

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## 2.0 ERRATA AND ADDITIONS TO THE DRAFT SUPPLEMENT TO THE FINAL ENVIRONMENTAL IMPACT REPORT

This section of the Final Supplement to the Final Environmental Impact Report (Final SEIR) provides changes to the Draft Supplement to the Final Environmental Impact Report (Draft SEIR) that have been made to clarify, correct, or add to the environmental impact analysis for the Proposed Project. Such changes are a result of public and agency comments received in response to the Draft SEIR and/or information that has become available since publication of the Draft SEIR. The changes described in this section are generally minor changes that do not constitute significant new information that alter the outcome of the environmental analysis or require recirculation of the document (CEQA Guidelines Section 15088.5).

The California Environmental Quality Act (CEQA) Guidelines, Section 15088.5, states in part:

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:
  - (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
  - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
  - (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.
  - (4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The changes to the Draft SEIR included in these SEIR modifications do not constitute “significant” new information because:

- No new significant environmental impact would result from the project or from a new mitigation measure. As detailed in Chapter 3.0 of the Draft SEIR,<sup>1</sup> impacts to air quality as analyzed in the 2012 Certified EIR were reduced under the proposed project based on proposed changes to land uses, so select mitigation measures from the 2012 Certified EIR were subsequently removed from the Draft SEIR. Reinstatement of some of these mitigation measures further reduces impacts to air quality as analyzed in the 2012 Certified EIR and Draft SEIR;
- There is no substantial increase in the severity of an environmental impact that would result unless mitigation measures are adopted that reduce the identified significant impacts to a level of insignificance. As detailed in Chapter 3.0 of the Draft SEIR,<sup>2</sup> impacts to air quality as analyzed in the 2012 Certified EIR were reduced under the proposed project based on proposed changes to land uses, so select mitigation measures from the 2012 Certified EIR were subsequently removed from the Draft SEIR. Reinstatement of some of these mitigation measures further reduces impacts to air quality as analyzed in the 2012 Certified EIR and Draft SEIR;
- No feasible project alternative or mitigation measure considerably different from others previously analyzed has been proposed or identified that would clearly lessen the significant environmental impacts of the project; and
- The Draft SEIR is not fundamentally or basically inadequate or conclusory in nature such that meaningful public review and comment were precluded.

Therefore, recirculation of the Draft SEIR is not required because the new information added to the SEIR through these modifications clarifies information already provided or makes insignificant modifications to the already adequate Draft SEIR.

Such changes to the Draft SEIR are indicated in this section under the appropriate Draft SEIR section heading. Deletions are shown with strikethrough (~~strikethrough~~) and additions are shown with underline (underline).

## 1.0 Introduction and Background

No corrections or additions have been made to Chapter 1.0, Introduction and Background, of the Draft SEIR.

## 2.0 Project Description

No corrections or additions have been made to Chapter 2.0, Project Description, of the Draft SEIR.

## 3.0 Comparative Evaluation of Environmental Impacts

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<sup>1</sup> Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.5 Air Quality. Pages 3-11 to 3-20. City of Corona. January 2016.

<sup>2</sup> Ibid.



Pages 3-17 and 3-18, **Mitigation Measure 4.3.6.1D** presented in the 2012 Certified EIR was removed in the Draft SEIR and is reinstated verbatim in the Final SEIR as follows:

~~**Mitigation Measure 4.3.6.1D:** Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor uses 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) to the extent feasible. If the project applicant and his contractor determine that 2010 model year or newer diesel trucks cannot be obtained, the project applicant shall notify the City that trucks with EPA 2007 model year NOx emissions shall be utilized.~~

**Mitigation Measure 4.3.6.1D:** Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor uses 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) to the extent feasible. If the project applicant and his contractor determine that 2010 model year or newer diesel trucks cannot be obtained, the project applicant shall notify the City that trucks with EPA 2007 model year NOx emissions shall be utilized.

Page 3-18, **Mitigation Measure 4.3.6.1E** presented in the 2012 Certified EIR was removed in the Draft SEIR and is partially reinstated in the Final SEIR with minor revisions to account for timing of implementation. In particular, any text regarding mitigation required prior to December 31, 2014 is not reinstated from the Draft SEIR to the Final SEIR due to timing of implementation. **Mitigation Measure 4.3.6.1E** is reinstated as follows:

~~**Mitigation Measure 4.3.6.1E:** Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor use on-site construction equipment that meet EPA Tier 3 or higher emissions standards according to the following schedule:~~

**Mitigation Measure 4.3.6.1E:** Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor use on-site construction equipment that meet EPA Tier 3 or higher emissions standards according to the following schedule:

- ~~• Prior to December 31, 2014: All off road diesel powered construction equipment greater than 50 horse power (hp) shall meet Tier 3 off road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~
- ~~• Post January 1, 2015: All off road diesel powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~

- ~~A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.~~
- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

Page 3-18, **Mitigation Measure 4.3.6.1F** presented in the 2012 Certified EIR was removed in the Draft SEIR and is reinstated in the Final SEIR with minor revisions to account for a change in a domain name listed in the measure as follows:

~~**Mitigation Measure 4.3.6.1F:** The City shall encourage construction contractors to apply for SCAQMD "SOON" funds by advising project applicants and their contractors of this programs availability. Information on this program can be found at the following website:~~

~~<http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>.~~

**Mitigation Measure 4.3.6.1F:** The City shall encourage construction contractors to apply for SCAQMD "SOON" funds by advising project applicants and their contractors of this programs availability. Information on this program can be found at the following website: <http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines&parent=vehicle-engine-upgrades>.

Page 3-19, **Mitigation Measure 4.3.6.4E** presented in the 2012 Certified EIR was removed in the Draft SEIR and is reinstated in the Final SEIR with minor revisions to account for a change in proposed land uses as analyzed in the Draft SEIR. **Mitigation Measure 4.3.6.4E** is reinstated as follows:

~~**Mitigation Measure 4.3.6.4E:** The developer shall provide electric car charging infrastructure for multi family residential, commercial and light industrial land uses.~~

**Mitigation Measure 4.3.6.4E:** The developer shall provide electric car charging infrastructure for multi-family residential, and commercial and light industrial land uses.

Page 3-20, **Mitigation Measure 4.3.6.4H** presented in the 2012 Certified EIR was removed in the Draft SEIR and is reinstated verbatim in the Final SEIR as follows:

~~**Mitigation Measure 4.3.6.4H:** The developer(s) within the multifamily and single family developments shall provide outside electric outlets and natural gas stub outs.~~

**Mitigation Measure 4.3.6.4H:** The developer(s) within the multifamily and single family developments shall provide outside electric outlets and natural gas stub outs.

Page 3-26, third sub-bullet point under third primary bullet point (Option 3), is revised as follows:

- o Buried riprap rock on both sides of ~~bypass channel~~ restored wash and buried grade control structures.

Page 3-35, **Mitigation Measure 4.5.6.2A** presented in the 2012 Certified EIR and Draft SEIR is slightly revised to reflect changes in the numbering of the project Planning Areas as follows:

**Mitigation Measure 4.5.6.2A (Draft SEIR):** Prior to the issuance of grading permits, the project proponent shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall include the provision of a trained paleontological monitor during on-site soil disturbance activities on the south side of Bedford Wash in Planning Areas ~~17, 18, and 19 and Planning Areas 1, 4, 7, 9, 10, 13, 15~~ 13, 14, 15, and 16, and Planning Areas 1, 2, 3, 4, 5, 8, 9, 11, and 12. The monitoring for paleontological resources shall be conducted on a full-time basis during the rough-grading phases of the project, but limited to the rough-grading within the south side of Bedford Wash in Planning Areas 13, 14, 15, and 16 and Planning Areas 1, 2, 3, 4, 5, 8, 9, 11, and 12 ~~17, 18, and 19 and Planning Areas 1, 4, 7, 9, 10, 13, 15.~~ Additionally, paleontological monitoring is required below a depth of 10 feet in Planning Areas ~~1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 16.~~ 1, 2, 3, 4, 5, 6, 8, 9, 14, and 15. In the event that paleontological resources are unearthed or discovered during excavation, Mitigation Measure 4.5.6.2C shall apply. Conversely, if no paleontological resources are unearthed or discovered on site during excavation, no additional mitigation is required.

**Mitigation Measure 4.5.6.2A (Final SEIR):** Prior to the issuance of grading permits, the project proponent shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall include the provision of a trained paleontological monitor during on-site soil disturbance activities on the south side of Bedford Wash in Planning Areas ~~17, 18, and 19 and Planning Areas 1, 4, 7, 9, 10, 13, 15~~ 13, 14, 15, and 16, and Planning Areas 1, 2, 3, 4, 5, 8, 9, 11, and 12 ~~1, 4, 7, 9, 10, 13, and 15~~ 1, 4, 7, 9, 10, 13, and 15. The monitoring for paleontological resources shall be conducted on a full-time basis during the rough-grading phases of the project, but limited to the rough-grading within the south side of Bedford Wash in Planning Areas ~~17, 18, and 19~~ 13, 14, 15, and 16 and Planning Areas ~~1, 4, 7, 9, 10, 13, and 15~~ 1, 2, 3, 4, 5, 8, 9, 11, and 12 ~~17, 18, and 19 and Planning Areas 1, 4, 7, 9, 10, 13, 15.~~ Additionally, paleontological monitoring is required below a depth of 10 feet in Planning Areas ~~1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 16.~~ 1, 2, 3, 4, 5, 6, 8, 9, 14, and 15. In the event that paleontological resources are unearthed or discovered during excavation, Mitigation Measure 4.5.6.2C shall apply. Conversely, if no paleontological resources are unearthed or discovered on site during excavation, no additional mitigation is required.

Page 3-36, **Mitigation Measure 4.5.6.2C** presented in the 2012 Certified EIR and Draft SEIR is slightly revised to reflect changes in the numbering of the project Planning Areas as follows:

**Mitigation Measure 4.5.6.2C (Draft SEIR):** If paleontological resources are unearthed or discovered during excavation of the Specific Plan area within the south side of

Bedford Wash in Planning Areas 3, 14, 15, and 16 and Planning Areas 1, 2, 3, 4, 5, 8, 9, 11, and 12 ~~17, 18, and 19~~ and Planning Areas ~~1, 4, 7, 9, 10, 13, 15,~~ the following recovery processes shall apply:

- Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques.
- All fossils collected during the project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens.
- A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.
- All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Center for Archaeology & Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage.

**Mitigation Measure 4.5.6.2C (Final SEIR):** If paleontological resources are unearthed or discovered during excavation of the Specific Plan area within the south side of Bedford Wash in Planning Areas 3, 14, 15, and 16 ~~17, 18, and 19~~ and Planning Areas 1, 4, 7, 9, 10, 13, and 15 ~~1, 2, 3, 4, 5, 8, 9, 11, and 12~~ ~~17, 18, and 19~~ and Planning Areas ~~1, 4, 7, 9, 10, 13, 15,~~ the following recovery processes shall apply:

- Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques.
- All fossils collected during the project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens.
- A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.
- All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Center for Archaeology & Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage.

Page 3-65, third sub-bullet point under third primary bullet point (Option 3), is revised as follows:

- Buried riprap rock on both sides of ~~bypass channel~~ restored wash and buried grade control structures.

Page 3-107, third sub-bullet point under second primary bullet point (Option 3), is revised as follows:

- o Buried riprap rock on both sides of ~~bypass channel~~ restored wash and buried grade control structures.

Page 3-98, top of page, first full sentence, the quantity of trip generation that will be reduced by the proposed project in comparison to the approved project was cited as 11,318 external daily trips. The correct reduction is 10,896 external daily trips. The incorrect value was derived from an earlier version of the project Traffic Impact Analysis. The sentence is revised as follows:

As a result, the *Traffic Impact Analysis* (Urban Crossroads, September 2015) for the proposed project calculates an overall reduction of 10,896~~11,318~~ external average daily trips generated by the proposed project in comparison to the approved project.

#### 4.0 New Analysis

Page 4-17, **Mitigation Measure 4.16.6.1A** presented in the 2012 Certified EIR and Draft SEIR is slightly revised as follows:

**Mitigation Measure 4.16.6.1A (Draft SEIR):** ~~Prior to issuance of a Certificate of Occupancy for the first dwelling unit and/or commercial, office or industrial building within the Specific Plan area, the master developer/project proponent shall construct or guarantee the construction of the improvements identified below as mitigation measures for 2017 plus Phase 1 existing plus project conditions. Additionally, the Cajaleo Road/I-15 Interchange project (which includes a new 6 lane bridge over Interstate 15) must be in place to serve the existing plus project daily volumes. The following modifications to intersection configurations for existing baseline plus project are recommended to improve levels of service in accordance with City requirements:~~

- ~~**Masters Drive/California Drive:** Install a traffic signal.~~
- **Street “C”/Masters Drive/Eagle Glen Parkway:** ~~Prior to issuance of a Certificate of Occupancy for the first model home, install a traffic signal, a northbound left-turn lane, a northbound right-turn lane, and a westbound left-turn lane.~~
- **Bedford Canyon Road/Eagle Glen Parkway:** ~~A~~Prior to issuance of the first production home building permit, add a northbound left-turn lane, a northbound through/right lane, ~~two northbound right turn lanes with northbound right turn overlap phasing, a second southbound left turn lane, a southbound through lane, a second~~an eastbound through lane, and ~~at~~two westbound left-turn lanes.
- ~~**I-15 Southbound Ramps/Cajaleo Road:** Add a second southbound left turn lane, a second southbound right turn lane, reconstruct the eastbound approach to provide two left turn lanes and two through lanes, and reconstruct the westbound approach to provide one through lane and one right turn lane.~~
- ~~**I-15 Northbound Ramps/Cajaleo Road:** Add a second eastbound left turn lane.~~

**Mitigation Measure 4.16.6.1A (Final SEIR):** ~~Prior to issuance of a Certificate of Occupancy for the first dwelling unit and/or commercial, office or industrial building within the Specific Plan area, the master developer/project proponent shall construct or guarantee the construction of the improvements identified below as mitigation measures~~

for ~~2017 plus Phase 1 existing plus project conditions. Additionally, the Cajaleo Road/I-15 Interchange project (which includes a new 6 lane bridge over Interstate 15) must be in place to serve the existing plus project daily volumes. The following modifications to intersection configurations for existing baseline plus project are recommended to improve levels of service in accordance with City requirements:~~

- ~~• **Masters Drive/California Drive:** Install a traffic signal.~~
- **Street “C”Masters Drive/Eagle Glen Parkway:** Prior to issuance of a Certificate of Occupancy for the first model home, install a traffic signal, a northbound left-turn lane, a northbound right-turn lane, and a westbound left-turn lane.
- **Bedford Canyon Road/Eagle Glen Parkway:** A prior to issuance of the first production home building permit, add a northbound left-turn lane, a northbound through/right lane, two northbound right turn lanes with northbound right turn overlap phasing, a second southbound left turn lane, modify striping to provide a southbound through lane, modify striping to provide a shared second an eastbound through/right lane, and at two westbound left-turn lanes.
- ~~• **I-15 Southbound Ramps/Cajaleo Road:** Add a second southbound left turn lane, a second southbound right turn lane, reconstruct the eastbound approach to provide two left turn lanes and two through lanes, and reconstruct the westbound approach to provide one through lane and one right turn lane.~~
- ~~• **I-15 Northbound Ramps/Cajaleo Road:** Add a second eastbound left turn lane.~~

Page 4-17, **Mitigation Measure 4.16.6.1A** presented in the 2012 Certified EIR and Draft SEIR is slightly revised as follows:

**Mitigation Measure 4.16.6.3A (Draft SEIR):** Prior to the issuance of the first building permit after Phase 1, the master developer a Certificate of Occupancy for a project developed in Phases 3 and 4 within the Specific Plan area, the project proponent shall construct or guarantee the construction of those improvements identified below as mitigation measures for year 2017/2019 plus project conditions to improve levels of service in accordance with City requirements. In addition, the project proponent shall participate in the City of Corona Development Impact Fee Program and the Western Riverside Council of Governments Transportation Uniform Mitigation Fee Program. Additionally, the Cajaleo Road/I-15 Interchange project (which includes a new 6 lane bridge over Interstate 15) must be in place prior to issuance of any Certificates of Occupancy for a project developed in Phase 2 in order to serve the existing plus project daily volumes.

- **Masters Drive/Eagle Glen Parkway:** Install a traffic signal.
- **Bedford Canyon Road/Eagle Glen Parkway:** Add a ~~northbound left turn lane, a northbound through lane, two northbound right-turn lanes with northbound right-turn overlap phasing, a second southbound left turn lane, a southbound through lane, a third eastbound~~ add a shared southbound left/through lane, and add at two westbound left-turn lanes.
- ~~• **I-15 Southbound Ramps/Cajaleo Road:** Add a second southbound left turn lane, a second southbound right turn lane, reconstruct the eastbound approach to provide~~

~~two left turn lanes and two eastbound through lanes, and reconstruct the westbound approach to provide one through lane and one shared through/right turn lane.~~

- ~~**I-15 Northbound Ramps/Cajaleo Road:** Add a second northbound left turn lane and a second eastbound left turn lane.~~
- ~~**Street C/Eagle Glen Parkway:** Add traffic signal, a northbound left turn lane, a northbound right turn lane, and a westbound left turn lane.~~
- ~~**Street “C”/Street “B”:** Install a roundabout Add an eastbound stop sign and an all-way lane at all approaches.~~
- ~~**Street “A” – Street “D”/Street “B” Driveway 1:** Install a roundabout and an all-way lane at all approaches, traffic signal, a northbound left turn lane, a northbound through right lane, a southbound left turn lane, a southbound through/right turn lane, an eastbound left turn lane, an eastbound through/right turn lane, a westbound left turn lane, a westbound through lane, and a westbound right turn lane with westbound right turn overlap phasing.~~
- ~~**Street “A”/Main Driveway (TAZ 4) Street B:** Install a traffic signal, a northbound left turn lane, a two northbound through lanes, a southbound left-turn lane, two a southbound through lanes, an eastbound left turn lane, an eastbound through lane, a westbound left-turn lane, a westbound through lane, and a westbound right-turn lane.~~
- ~~**Street “A”/South Driveway (TAZ 4):** Install a stop sign on the westbound approach, two northbound through lanes, a southbound left turn lane, two southbound through lanes, a westbound left turn lane, and a single westbound approach lane.~~
- ~~**Via Castilla Street/Masters Drive:** Modify the all way stop control by instating either: 1) a roundabout or 2) a stop sign on the southbound approach.~~
- ~~**Morales Way/Masters Drive:** Modify the all way stop control by instating either: 1) a roundabout or 2) a traffic signal.~~

**Mitigation Measure 4.16.6.3A (Final SEIR):** Prior to the issuance of the first building permit after Phase 1, the master developer a Certificate of Occupancy for a project developed in Phases 3 and 4 within the Specific Plan area, the project proponent shall construct or guarantee the construction of those improvements identified below as mitigation measures for year 20172019 plus project conditions to improve levels of service in accordance with City requirements. In addition, the project proponent shall participate in the City of Corona Development Impact Fee Program and the Western Riverside Council of Governments Transportation Uniform Mitigation Fee Program. Additionally, the Cajaleo Road/I-15 Interchange project (which includes a new 6 lane bridge over Interstate 15) must be in place prior to issuance of any Certificates of Occupancy for a project developed in Phase 2 in order to serve the existing plus project daily volumes.

- **Masters Drive/Eagle Glen Parkway:** Install a traffic signal.
- **Bedford Canyon Road/Eagle Glen Parkway:** Add a northbound left turn lane, a northbound through lane, two northbound right-turn lanes with northbound right-turn overlap phasing, a second southbound left turn lane, a southbound through lane, a

~~third eastbound~~ add modify striping to provide a shared southbound left/through lane,  
and add atwo westbound left-turn lanes.

- ~~• **I-15 Southbound Ramps/Cajaleo Road:** Add a second southbound left turn lane, a second southbound right turn lane, reconstruct the eastbound approach to provide two left turn lanes and two eastbound through lanes, and reconstruct the westbound approach to provide one through lane and one shared through/right turn lane.~~
- ~~• **I-15 Northbound Ramps/Cajaleo Road:** Add a second northbound left turn lane and a second eastbound left turn lane.~~
- ~~• **Street C/Eagle Glen Parkway:** Add traffic signal, a northbound left turn lane, a northbound right turn lane, and a westbound left turn lane.~~
- **Street “C”/Street “B”:** Install a roundabout ~~Add an eastbound stop sign~~ and an all-way lane at all approaches.
- **Street “A” – Street “D”/Street “B” Driveway 1:** Install a roundabout and an all-way lane at all approaches, ~~traffic signal, a northbound left turn lane, a northbound through right lane, a southbound left turn lane, a southbound through/right turn lane, an eastbound left turn lane, an eastbound through/right turn lane, a westbound left turn lane, a westbound through lane, and a westbound right turn lane with westbound right turn overlap phasing.~~
- **Street “A”/Main Driveway (TAZ 4) Street B:** Install a traffic signal, ~~a northbound left turn lane, a two~~ northbound through lanes, a southbound left-turn lane, two southbound through lanes, an eastbound left turn lane, an eastbound through lane, ~~a westbound left-turn lane, a westbound through lane, and a westbound right-turn lane.~~
- **Street “A”/South Driveway (TAZ 4):** Install a stop sign on the westbound approach, two northbound through lanes, a southbound left turn lane, two southbound through lanes, a westbound left turn lane, and a single westbound approach lane.
- ~~• **Via Castilla Street/Masters Drive:** Modify the all way stop control by instating either: 1) a roundabout or 2) a stop sign on the southbound approach.~~
- ~~• **Morales Way/Masters Drive:** Modify the all way stop control by instating either: 1) a roundabout or 2) a traffic signal.~~

Page 4-31, third sub-bullet point under first primary bullet point (Option 3), is revised as follows:

- Buried riprap rock on both sides of ~~bypass channel~~ restored wash and buried grade control structures.

## 5.0 Updated Mitigation Monitoring and Reporting Program

Page 5-3, **Mitigation Measure 4.3.6.1D** presented in the 2012 Certified EIR was removed in the Draft SEIR and is reinstated verbatim in the Final SEIR as follows:



Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<del>4.3.6.1D</del> Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor uses 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) to the extent feasible. If the project applicant and his contractor determine that 2010 model year or newer diesel trucks cannot be obtained, the project applicant shall notify the City that trucks with EPA 2007 model year NO <sub>x</sub> emissions shall be utilized.	City of Corona Building and Safety Planning Division	Prior to Grading and during grading and construction operations.	Prior to Issuance of Grading Permit	Review of construction documents and on-site inspection.		Withhold Grading Permit and/or Issuance of a Stop Work Order
<u>4.3.6.1D</u> Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor uses 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) to the extent feasible. If the project applicant and his contractor determine that 2010 model year or newer diesel trucks cannot be obtained, the project applicant shall notify the City that trucks with EPA 2007 model year NO <sub>x</sub> emissions shall be utilized.	City of Corona Building and Safety Planning Division	Prior to Grading and during grading and construction operations.	Prior to Issuance of Grading Permit	Review of construction documents and on-site inspection.		Withhold Grading Permit and/or Issuance of a Stop Work Order

Pages 5-3 and 5-4, **Mitigation Measure 4.3.6.1E** presented in the 2012 Certified EIR was removed in the Draft SEIR and is partially reinstated in the Final SEIR with minor revisions to account for timing of implementation. In particular, any text regarding mitigation required prior to December 31, 2014 is not reinstated from the Draft SEIR to the Final SEIR due to timing of implementation. **Mitigation Measure 4.3.6.1E** is reinstated as follows:

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<del>4.3.6.1E</del> Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor use	City of Corona Building and Safety	Prior to Grading and during grading and	Prior to Issuance of Grading Permit	Review of construction documents and on-site		Withhold Grading Permit and/or

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
<p><del>on-site construction equipment that meet EPA Tier 3 or higher emissions standards according to the following schedule:</del></p> <ul style="list-style-type: none"> <li><del>• Prior to December 31, 2014: All off road diesel powered construction equipment greater than 50 horse power (hp) shall meet Tier 3 off road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</del></li> <li><del>• Post January 1, 2015: All off road diesel powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</del></li> <li><del>• A copy of each unit's certified tier</del></li> </ul>	<p>Planning Division</p>	<p><del>construction operations.</del></p>		<p><del>inspection.</del></p>		<p>Issuance of a Stop Work Order</p>

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.</p>						
<p><b>4.3.6.1E</b> Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor use on-site construction equipment that meet EPA Tier 3 or higher emissions standards according to the following schedule:</p> <ul style="list-style-type: none"> <li>• <u>Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</u></li> <li>• <u>A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.</u></li> </ul>	<p><u>City of Corona Building and Safety Planning Division</u></p>	<p><u>Prior to Grading and during grading and construction operations.</u></p>	<p><u>Prior to Issuance of Grading Permit</u></p>	<p><u>Review of construction documents and on-site inspection.</u></p>		<p><u>Withhold Grading Permit and/or Issuance of a Stop Work Order</u></p>

Page 5-4, **Mitigation Measure 4.3.6.1F** presented in the 2012 Certified EIR was removed in the Draft SEIR and is reinstated in the Final SEIR with minor revisions to account for a change in a domain name listed in the measure as follows:

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<del>4.3.6.1F</del> The City shall encourage construction contractors to apply for SCAQMD “SOON” funds by advising project applicants and their contractors of this programs availability. Information on this program can be found at the following website: <a href="http://www.aqmd.gov/tao/Implementation/SOONProgram.htm">http://www.aqmd.gov/tao/Implementation/SOONProgram.htm</a> .	The City of Corona Building and Safety Planning Division	Prior to site grading.	Prior to issuance of a grading permit	The City shall provide the applicant and the construction contractor(s) the relevant information.		Withhold Grading Permit
<u>4.3.6.1F</u> The City shall encourage construction contractors to apply for SCAQMD “SOON” funds by advising project applicants and their contractors of this programs availability. Information on this program can be found at the following website: <a href="http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines&amp;parent=vehicle-engine-upgrades">http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines&amp;parent=vehicle-engine-upgrades</a>	<u>The City of Corona Building and Safety Planning Division</u>	<u>Prior to site grading.</u>	<u>Prior to issuance of a grading permit</u>	<u>The City shall provide the applicant and the construction contractor(s) the relevant information.</u>		<u>Withhold Grading Permit</u>

Page 5-6, **Mitigation Measure 4.3.6.4E** presented in the 2012 Certified EIR was removed in the Draft SEIR and is reinstated in the Final SEIR with minor revisions to account for a change in proposed land uses as analyzed in the Draft SEIR. **Mitigation Measure 4.3.6.4E** is reinstated as follows:

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<del>4.3.6.4E:</del> The developer shall provide electric car charging infrastructure for multi-family residential, commercial and light industrial land uses.	The City of Corona Building and Safety Planning Division	Prior to site grading.	Prior to issuance of a grading permit	The City shall provide the applicant and the construction contractor(s) the relevant information.		Withhold Grading Permit
<u>4.3.6.4E:</u> The developer shall provide electric car charging infrastructure for multi-family residential, and commercial and light industrial land uses.	<u>The City of Corona Building and Safety Planning</u>	<u>Prior to site grading.</u>	<u>Prior to issuance of a grading permit</u>	<u>The City shall provide the applicant and the</u>		<u>Withhold Grading Permit</u>

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
	<u>Division</u>			<u>construction contractor(s) the relevant information.</u>		

Page 5-6, **Mitigation Measure 4.3.6.4H** presented in the 2012 Certified EIR was removed in the Draft SEIR and is reinstated verbatim in the Final SEIR as follows:

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<del>4.3.6.1H: The developer(s) within the multifamily and single family developments shall provide outside electric outlets and natural gas stub outs.</del>	<del>The City of Corona Building and Safety Planning Division</del>	<del>Prior to Construction (once)</del>	<del>Prior to Issuance of Building Permits and Final Site Plan Approval</del>	<del>Review of final site plan and building plans and on-site inspection.</del>		<del>Withhold Building Permits</del>
<u>4.3.6.1H: The developer(s) within the multifamily and single family developments shall provide outside electric outlets and natural gas stub outs.</u>	<u>The City of Corona Building and Safety Planning Division</u>	<u>Prior to Construction (once)</u>	<u>Prior to Issuance of Building Permits and Final Site Plan Approval</u>	<u>Review of final site plan and building plans and on-site inspection.</u>		<u>Withhold Building Permits</u>

Page 5-12, **Mitigation Measure 4.5.6.2A** presented in the 2012 Certified EIR and Draft SEIR is slightly revised to reflect changes in the numbering of the project Planning Areas as follows:

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<b>4.5.6.2A (Draft SEIR):</b> Prior to the issuance of grading permits, the project proponent shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall include the provision of a trained paleontological monitor during on-site soil disturbance activities on the south side of Bedford Wash in Planning Areas 17, 18, and 19 and <del>Planning Areas 1, 4, 7, 9, 10, 13, 15</del> <u>13, 14, 15, and 16 and Planning Areas 1, 2, 3, 4, 5, 8, 9, 11, and 12.</u> The monitoring for paleontological resources shall be conducted on a full-time basis during the rough-grading phases of the	City of Corona Planning Division.	Prior to grading, excavation, and ground-breaking activities.	Prior to issuance of a grading permit.	A Paleontological Resource Impact Mitigation Program (PRIMP) shall be submitted to the City for review and approval.		Withhold grading permit.

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p>project, but limited to the rough-grading within the south side of Bedford Wash in Planning Areas 13, 14, 15, <u>and 16</u> and Planning Areas 1, 2, 3, 4, 5, 8, 9, 11, and 12 <del>17, 18, and 19</del> and Planning Areas 1, 4, 7, 9, 10, 13, 15. <u>Additionally,</u> paleontological monitoring is required below a depth of 10 feet in Planning Areas <del>1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 16.</del> <u>1, 2, 3, 4, 5, 6, 8, 9, 14, and 15.</u> In the event that paleontological resources are unearthed or discovered during excavation, Mitigation Measure 4.5.6.2C shall apply. Conversely, if no paleontological resources are unearthed or discovered on site during excavation, no additional mitigation is required.</p>						
<p><b>4.5.6.2A (Final SEIR):</b> Prior to the issuance of grading permits, the project proponent shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall include the provision of a trained paleontological monitor during on-site soil disturbance activities on the south side of Bedford Wash in Planning Areas <del>17, 18, and 19</del> and Planning Areas 1, 4, 7, 9, 10, 13, <del>15</del> <u>13, 14, 15, and 16,</u> and Planning Areas <del>1, 2, 3, 4, 5, 8, 9, 11, and 12.</del> <u>1, 4, 7, 9, 10, 13, and 15.</u> The monitoring for paleontological resources shall be conducted on a full-time basis during the rough-grading phases of the project, but limited to the rough-grading within the south side of Bedford Wash in Planning Areas <del>17, 18, and 19</del> <u>13, 14, 15, and 16</u> and Planning Areas <u>1, 4, 7, 9, 10, 13, and 15</u> <del>1, 2, 3, 4, 5, 8, 9, 11, and 12</del> <u>17, 18, and 19</u> and Planning Areas 1, 4, 7, 9, 10, 13, 15. <u>Additionally,</u> paleontological monitoring is required below a depth of 10 feet in Planning</p>	City of Corona Planning Division.	Prior to grading, excavation, and ground-breaking activities.	Prior to issuance of a grading permit.	A Paleontological Resource Impact Mitigation Program (PRIMP) shall be submitted to the City for review and approval.		Withhold grading permit.

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Areas <u>1,2,3,4,5,6,7,8,9,10,11,12,13, and 16</u> , <u>1, 2, 3, 4, 5, 6, 8, 9, 14, and 15</u> . In the event that paleontological resources are unearthed or discovered during excavation, Mitigation Measure 4.5.6.2C shall apply. Conversely, if no paleontological resources are unearthed or discovered on site during excavation, no additional mitigation is required.						

Page 5-13, **Mitigation Measure 4.5.6.2C** presented in the 2012 Certified EIR and Draft SEIR is slightly revised to reflect changes in the numbering of the project Planning Areas as follows:

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p><b>4.5.6.2C (Draft SEIR):</b> If paleontological resources are unearthed or discovered during excavation of the Specific Plan area within the south side of Bedford Wash in Planning Areas <u>3, 14, 15, and 16</u> and Planning Areas <u>1, 2, 3, 4, 5, 8, 9, 11, and 12</u>, <u>17, 18, and 19</u> and Planning Areas <u>1, 4, 7, 9, 10, 13, 15,</u> the following recovery processes shall apply:</p> <ul style="list-style-type: none"> <li>• Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques.</li> <li>• All fossils collected during the project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens.</li> <li>• A report documenting the</li> </ul>	City of Corona Planning Division	During <del>to</del> grading, excavation, and ground-breaking activities.	During <del>to</del> grading, excavation, and ground-breaking activities.	On-site inspection.		Issuance of a Stop Work Order.

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>results of the monitoring and salvage activities and the significance of the fossils shall be prepared.</p> <p>All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Center for Archaeology &amp; Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage.</p>						
<p><b>4.5.6.2C (Final SEIR):</b> If paleontological resources are unearthed or discovered during excavation of the Specific Plan area within the south side of Bedford Wash in Planning Areas <del>3, 14, 15, and 16</del> 17, 18, and 19 and Planning Areas 1, 4, 7, 9, 10, 13, and 15 <del>1, 2, 3, 4, 5, 8, 9, 11, and 12</del> 17, 18, and 19 and Planning Areas 1, 4, 7, 9, 10, 13, <del>15,</del> the following recovery processes shall apply:</p> <ul style="list-style-type: none"> <li>• Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques.</li> <li>• All fossils collected during the project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens.</li> <li>• A report documenting the</li> </ul>	City of Corona Planning Division	During <del>to</del> grading, excavation, and ground-breaking activities.	During <del>to</del> grading, excavation, and ground-breaking activities.	On-site inspection.		Issuance of a Stop Work Order.



Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p>results of the monitoring and salvage activities and the significance of the fossils shall be prepared.</p> <ul style="list-style-type: none"> <li>All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Center for Archaeology &amp; Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage.</li> </ul>						

Page 5-23, **Mitigation Measure 4.16.6.1A** presented in the 2012 Certified EIR and Draft SEIR is slightly revised as follows:

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p><b>Mitigation Measure 4.16.6.1A (Draft SEIR):</b> <del>Prior to issuance of a Certificate of Occupancy for the first dwelling unit and/or commercial, office or industrial building within the Specific Plan area, _____</del> <u>The master developer/project proponent shall construct or guarantee the construction of the improvements identified below as mitigation measures for <u>2017 plus Phase 1 existing plus project</u> conditions. Additionally, the <u>Cajaleo Road/I 15 Interchange</u> project (which includes a new 6-lane bridge over Interstate 15) must be in place to serve the existing <u>plus project</u> daily volumes. The following modifications to intersection configurations for existing <u>baseline plus project</u> are recommended to improve levels of service in accordance with City requirements:</u></p> <ul style="list-style-type: none"> <li><del>Masters Drive/California</del></li> </ul>	City of Corona Building and Safety Public Works Planning Division	Prior to the issuance of the first production home building permit.	Prior to the issuance of the first production home building permit.	Evidence of construction of the improvements.		Withhold building permit.

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p><del>Drive: Install a traffic signal.</del></p> <ul style="list-style-type: none"> <li>• <del>Street “C”Masters Drive/Eagle Glen Parkway: Prior to issuance of a Certificate of Occupancy for the first model home, install a traffic signal, a northbound left-turn lane, a northbound right-turn lane, and a westbound left-turn lane.</del></li> <li>• <del>Bedford Canyon Road/Eagle Glen Parkway: Prior to issuance of the first production home building permit, add a northbound left-turn lane, a northbound through/right lane, two northbound right turn lanes with northbound right turn overlap phasing, a second southbound left turn lane, a southbound through lane, a secondary eastbound through lane, and two westbound left-turn lanes.</del></li> <li>• <del>I-15 Southbound Ramps/Cajaleo Road: Add a second southbound left turn lane, a second southbound right turn lane, reconstruct the eastbound approach to provide two left turn lanes and two through lanes, and reconstruct the westbound approach to provide one through lane and one right turn lane.</del></li> <li>• <del>I-15 Northbound Ramps/Cajaleo Road: Add a second eastbound left turn lane.</del></li> </ul>						
<p><b>Mitigation Measure 4.16.6.1A (Final SEIR):</b> Prior to issuance of a Certificate of Occupancy for the first dwelling unit and/or commercial, office or industrial building within the Specific Plan</p>	City of Corona Building and Safety Public Works	Prior to the issuance of the first production home building	Prior to the issuance of the first production home building	Evidence of construction of the improvements.		Withhold building permit.

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p><del>area, _____</del> <u>The master developer project proponent shall construct or guarantee the construction of the improvements identified below as mitigation measures for 2017 plus Phase 1 existing plus project conditions. Additionally, the Cajaleo Road/I-15 Interchange project (which includes a new 6 lane bridge over Interstate 15) must be in place to serve the existing plus project daily volumes. The following modifications to intersection configurations for existing baseline plus project are recommended to improve levels of service in accordance with City requirements:</u></p> <ul style="list-style-type: none"> <li><del>• <b>Masters Drive/California Drive:</b> Install a traffic signal.</del></li> <li>• <b>Street “C”Masters Drive/Eagle Glen Parkway:</b> <u>Prior to issuance of a Certificate of Occupancy for the first model home, install a traffic signal, a northbound left-turn lane, a northbound right-turn lane, and a westbound left-turn lane.</u></li> <li>• <b>Bedford Canyon Road/Eagle Glen Parkway:</b> <u>A Prior to issuance of the first production home building permit, add a northbound left-turn lane, a northbound through/right lane, two northbound right turn lanes with northbound right turn overlap phasing, a second southbound left turn lane, modify striping to provide a southbound through lane, modify striping to provide a shared second an eastbound through/right lane, and two westbound left-turn lanes.</u></li> <li><del>• <b>I-15 Southbound</b></del></li> </ul>	<p>Planning Division</p>	<p>permit.</p>	<p>permit.</p>			

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p><del><b>Ramps/Cajaleo Road:</b>                      Add a second southbound left turn lane, a second southbound right turn lane, reconstruct the eastbound approach to provide two left turn lanes and two through lanes, and reconstruct the westbound approach to provide one through lane and one right turn lane.</del></p> <p><del><b>I-15 Northbound Ramps/Cajaleo Road:</b>                      Add a second eastbound left turn lane.</del></p>						

Page 5-24, **Mitigation Measure 4.16.6.3A** presented in the 2012 Certified EIR and Draft SEIR is slightly revised as follows:

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p><b>Mitigation Measure 4.16.6.3A (Draft SEIR):</b> Prior to the issuance of <u>the first building permit after Phase 1, the master developer a Certificate of Occupancy for a project developed in Phases 3 and 4 within the Specific Plan area, the project proponent shall construct or guarantee the construction of those improvements identified below as mitigation measures for year 20172019 plus project conditions to improve levels of service in accordance with City requirements.</u> In addition, the project proponent shall participate in the City of Corona Development Impact Fee Program and the Western Riverside Council of Governments Transportation Uniform Mitigation Fee Program. Additionally, the Cajaleo Road/I-15 Interchange project (which includes a new 6-lane bridge over Interstate 15) must be in place prior to issuance of any Certificates of</p>	City of Corona Public Works	Prior to the issuance of the first building permit after Phase 1.	Prior to the issuance of the first building permit after Phase 1.	Evidence of construction of the improvements.		Withhold building permit.

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>Occupancy for a project developed in Phase 2 in order to serve the existing plus project daily volumes.</p> <ul style="list-style-type: none"> <li>• <b>Masters Drive/Eagle Glen Parkway:</b> Install a traffic signal.</li> <li>• <b>Bedford Canyon Road/Eagle Glen Parkway:</b> Add a northbound left turn lane, a northbound through lane, two northbound right-turn lanes with northbound right-turn overlap phasing, a second southbound left turn lane, a southbound through lane, a third eastbound <u>add a shared southbound left/through lane</u>, and <u>add two</u> westbound left-turn lanes.</li> <li>• <b>I-15 Southbound Ramps/Cajaleo Road:</b> Add a second southbound left turn lane, a second southbound right turn lane, reconstruct the eastbound approach to provide two left turn lanes and two eastbound through lanes, and reconstruct the westbound approach to provide one through lane and one shared through/right turn lane.</li> <li>• <b>I-15 Northbound Ramps/Cajaleo Road:</b> Add a second northbound left turn lane and a second eastbound left turn lane.</li> <li>• <b>Street C/Eagle Glen Parkway:</b> Add traffic signal, a northbound left turn lane, a northbound right turn lane, and a westbound left turn lane.</li> <li>• <b>Street "C"/Street "B":</b> <u>Install a roundabout</u> <u>Add an eastbound stop sign</u> and an all-way lane at all</li> </ul>						

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>approaches.</p> <ul style="list-style-type: none"> <li>• <b>Street “A” – Street “D”/Street “B” Driveway 4:</b> <del>Install a roundabout and an all-way lane at all approaches, traffic signal, a northbound left turn lane, a northbound through right lane, a southbound left turn lane, a southbound through/right turn lane, an eastbound left turn lane, an eastbound through/right turn lane, a westbound left turn lane, a westbound through lane, and a westbound right turn lane with westbound right turn overlap phasing.</del></li> <li>• <b>Street “A”/Main Driveway (TAZ 4) Street B:</b> <del>Install a traffic signal, a northbound left turn lane, a two northbound through lanes, a southbound left-turn lane, two a southbound through lanes, an eastbound left turn lane, an eastbound through lane, a westbound left-turn lane, a westbound through lane, and a westbound right-turn lane.</del></li> <li>• <b>Street “A”/South Driveway (TAZ 4):</b> <del>Install a stop sign on the westbound approach, two northbound through lanes, a southbound left turn lane, two southbound through lanes, a westbound left turn lane, and a single westbound approach lane.</del></li> <li>• <b>Via Castilla Street/Masters Drive:</b> <del>Modify the all way stop control by instating either: 1) a roundabout or 2) a stop sign on the southbound approach.</del></li> <li>• <b>Morales Way/Masters Drive:</b> <del>Modify the all way stop control by instating</del></li> </ul>						

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p><del>either: 1) a roundabout or 2) a traffic signal.</del></p>						
<p><b>Mitigation Measure 4.16.6.3A (Final SEIR):</b> Prior to the issuance of <u>the first building permit after Phase 1, the master developer a Certificate of Occupancy for a project developed in Phases 3 and 4 within the Specific Plan area, the project proponent shall construct or guarantee the construction of those improvements identified below as mitigation measures for year 2017/2019 plus project conditions to improve levels of service in accordance with City requirements.</u> In addition, the project proponent shall participate in the City of Corona Development Impact Fee Program and the Western Riverside Council of Governments Transportation Uniform Mitigation Fee Program. Additionally, the Cajaleo Road/I-15 Interchange project (which includes a new 6-lane bridge over Interstate 15) must be in place prior to issuance of any Certificates of Occupancy for a project developed in Phase 2 in order to serve the existing plus project daily volumes.</p> <ul style="list-style-type: none"> <li>• <b>Masters Drive/Eagle Glen Parkway:</b> Install a traffic signal.</li> <li>• <b>Bedford Canyon Road/Eagle Glen Parkway:</b> Add a northbound left turn lane, a northbound through lane, two northbound right-turn lanes with northbound right-turn overlap phasing, a second southbound left turn lane, a southbound through lane, a third eastbound <u>add modify striping to provide a shared southbound left/through</u></li> </ul>	<p>City of Corona Building and Safety Public Works Planning Division</p>	<p>Prior to the issuance of the first production home building permit.</p>	<p>Prior to the issuance of the first production home building permit.</p>	<p>Evidence of construction of the improvements.</p>		<p>Withhold building permit.</p>

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>lane, and add <del>at two</del> westbound left-turn lanes.</p> <ul style="list-style-type: none"> <li>• <del>I-15 Southbound Ramps/Cajaleo Road:</del> Add a second southbound left turn lane, a second southbound right turn lane, reconstruct the eastbound approach to provide two left turn lanes and two eastbound through lanes, and reconstruct the westbound approach to provide one through lane and one shared through/right turn lane.</li> <li>• <del>I-15 Northbound Ramps/Cajaleo Road:</del> Add a second northbound left turn lane and a second eastbound left turn lane.</li> <li>• <del>Street C/Eagle Glen Parkway:</del> Add traffic signal, a northbound left turn lane, a northbound right turn lane, and a westbound left turn lane.</li> <li>• <del>Street "C"/Street "B":</del> Install a roundabout. Add an eastbound stop sign and an all-way lane at all approaches.</li> <li>• <del>Street "A" - Street "D"/Street "B" Driveway 4:</del> Install a roundabout and an all-way lane at all approaches, traffic signal, a northbound left turn lane, a northbound through right lane, a southbound left turn lane, a southbound through/right turn lane, an eastbound left turn lane, an eastbound through/right turn lane, a westbound left turn lane, a westbound through lane, and a westbound right turn lane with westbound right turn overlap phasing.</li> <li>• <del>Street "A"/Main</del></li> </ul>						



Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p><b>Driveway (TAZ 4) Street B:</b> Install a traffic signal, <del>a northbound left turn lane, a two northbound through lanes, a southbound left-turn lane, two southbound through lanes, an eastbound left-turn lane, an eastbound through lane, a westbound left-turn lane, a westbound through lane, and a westbound right-turn lane.</del></p> <ul style="list-style-type: none"> <li>• <b>Street "A"/South Driveway (TAZ 4):</b> Install <u>a stop sign on the westbound approach, two northbound through lanes, a southbound left turn lane, two southbound through lanes, a westbound left turn lane, and a single westbound approach lane.</u></li> <li>• <del><b>Via Castilla Street/Masters Drive:</b> Modify the all way stop control by instating either: 1) a roundabout or 2) a stop sign on the southbound approach.</del></li> <li>• <del><b>Morales Way/Masters Drive:</b> Modify the all way stop control by instating either: 1) a roundabout or 2) a traffic signal.</del></li> </ul>						

**6.0 References**

No corrections or additions have been made to Chapter 6.0, References, of the Draft SEIR.

**7.0 List of Preparers**

No corrections or additions have been made to Chapter 7.0, List of Preparers, of the Draft SEIR.

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### 3.0 RESPONSES TO COMMENTS

As required by the CEQA Guidelines Section 15087, a Notice of Completion (NOC) of the Draft Supplement to the Final Environmental Impact Report (Draft SEIR) for the Proposed Project was filed with the State Clearinghouse (Office of Planning and Research), and the Notice of Availability (NOA) of the Draft SEIR was filed with the Riverside County Clerk and submitted to public agencies and individuals.

The Draft SEIR was circulated to state agencies by the State Clearinghouse for a 45 day public review period between January 11, 2016 and February 24, 2016. The Draft SEIR was circulated for public review to other public agencies and individuals for a period of 45 days from January 8, 2016 to February 22, 2016. Copies of the Draft SEIR were distributed to all Responsible Agencies, the State Clearinghouse, various other public agencies, citizen groups, and interested individuals. Copies of the Draft SEIR were also made available for public review at the City Planning Department, Corona Public Library, and on the internet.

Fifty-four (54) letters providing comment on the Draft Supplemental EIR were received during the public review period or immediately thereafter. Comments were received from State, regional, and local agencies, organizations, and members of the public. Comments that address environmental issues are thoroughly responded to. Some comments do not require a response, pursuant to Section 15088(a) of the State CEQA Guidelines, because they: (1) do not address the adequacy or completeness of the Draft SEIR; (2) do not raise environmental issues; or (3) request the incorporation of additional information not relevant to environmental issues.

Section 15088 of the State CEQA Guidelines, Evaluation of and Response to Comments, states:

- a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments.
- b) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail, giving the reasons that specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.
- c) The response to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the response to comments makes important changes in the information contained in the text of the draft EIR, the lead agency should either:
  1. Revise the text in the body of the EIR; or
  2. Include marginal notes showing that the information is revised in the responses to comments.

Information provided in this Final Supplement to the Final Environmental Impact Report (Final SEIR) clarifies, amplifies, or makes insignificant modifications to the Draft SEIR. No significant new information has been added to the information contained in the Draft SEIR that would require recirculation of the document. (See CEQA Guidelines Section 15088.5.)

In addition to letters providing comment on the Draft Supplemental EIR, forty eight (48) letters or emails were received in response to the Planning Commission notice of public hearing that was held on April 25, 2016. The City of Corona Planning Commission recommended to the City Council that the Supplemental EIR be approved as well as the associated discretionary actions. The authors of the letters and/or emails generally voiced their opinions for or against the project, plus a letter from Caltrans regarding the technical aspects of the project traffic study and a letter from Briggs Law Corporation containing broad, sweeping, and unsubstantiated assertions that the provisions of CEQA were not followed. The Caltrans letter contains specific comments on the traffic study and has therefore been included in the responses to comments as letter S-2. In addition, a number of people, some of which had previously submitted letters, spoke at the Planning Commission hearing. There were no new issues raised regarding the Draft SEIR that were not already included in previous communications so the responses below address all issues raised at the Planning Commission hearing.

### 3.1 INDEX OF COMMENTS RECEIVED

The following is an index list of the agencies and individuals that commented on the Draft SEIR prior to the close of the public comment period or immediately thereafter. The comments received have been organized in a manner that facilitates finding a particular comment or set of comments. Each comment letter received is indexed with a number as shown below.

Comment Code	Signatory	Date
<b>State Agencies</b>		
S-1	State of California, Governor’s Office of Planning and Research (OPR)	02/25/2016
S-2	State of California, Department of Transportation, District 8 (Caltrans)	04/05/2016
<b>Regional Agencies</b>		
R-1	South Coast Air Quality Management District	02/19/2016
R-2	County of Riverside Transportation and Land Management Agency	02/22/2016
R-3	Orange County Public Works	02/22/2016
R-4	Santa Ana Regional Water Quality Control Board	02/22/2016
<b>Tribal Groups</b>		
T-1	Pechanga Band of Luiseño Indians	02/13/2016
T-2	Soboba Band of Luiseño Indians	02/22/2016
<b>Individuals</b>		
I-1	Stephanie Liuag	01/13/2016
I-2	Trish and Dennis Vanderwilt	01/13/2016
I-3	Tami Martin	01/14/2016
I-4	Trish Vanderwilt	01/14/2016
I-5	Erich Kwek	01/18/2016
I-6	Michelle Monroe (Cravens)	01/30/2016
I-7	Dan Heredia	01/31/2016
I-8	Amie Kinne	02/08/2016
I-9	Becky Nelson	02/08/2016
I-10	Bob Livingston	02/08/2016
I-11	Jose Alvarez	02/08/2016
I-12	Kari Broy	02/08/2016

<b>Comment Code</b>	<b>Signatory</b>	<b>Date</b>
I-13	Kathlene Zeeb	02/08/2016
I-14	Lynn Atkins	02/08/2016
I-15	Leonard Atkins	02/08/2016
I-16	Annie Duenas	02/09/2016
I-17	Josh Huber	02/09/2016
I-18	Kim and Daryl Lord	02/09/2016
I-19	Michelle Monroe (Cravens)	02/09/2016
I-20	Nichole Reyes	02/09/2016
I-21	Suzanne MacConnell	02/09/2016
I-22	Terry Morairty	02/09/2016
I-23	Rana Rizwan	02/10/2016
I-24	Leonard Atkins	02/12/2016
I-25	Julie Lloyd	02/14/2016
I-26	Roland Platas	02/14/2016
I-27	Jerry Sincich	02/16/2016
I-28	Becky Nelson	02/18/2016
I-29	Barbara Clingman	02/19/2016
I-30	Brian Clingman	02/19/2016
I-31	Eddie Matamoros	02/19/2016
I-32	Lori LoCascio	02/19/2019
I-33	Nancy Young	02/19/2016
I-34	Robert Hafner	02/19/2019
I-35	Stacey Mitchell	02/19/2019
I-36	Charlotte Garvin	02/20/2019
I-37	Tracey Davis	02/20/2019
I-38	Corey Jecter	02/21/2019
I-39	Katherine Clingman	02/21/2019
I-40	Laurie Moore	02/21/2019
I-41	Stephen Elfelt	02/21/2019
I-42	Brian Skvarca	02/22/2016
I-43	Christine Genthe	02/22/2016
I-44	Krupali Tejura	02/22/2016
I-45	Patricia Choate	02/22/2016
I-46	Lucia Ciccodemarco-Hofmann	02/23/2016
I-47	Jane Moore	02/25/2016

S = State agency

R = Regional agency

T = Native American Tribe

I = Individual

### **3.2 FORMAT OF THE RESPONSES TO COMMENTS**

Responses to each of the comment letters are provided on the following pages. The comment index numbers are provided in the upper right corner of each comment letter, and individual points within each letter are numbered along the right-hand margin of each letter. The City's responses to each comment letter immediately follow each letter and are referenced by the index numbers in the margins.

Select environmental topics (i.e., land use/commercial properties, parks/open space, schools, traffic, and water supply) were commented upon consistently, and public concerns toward these topics were uniform in nature. Accordingly, detailed and comprehensive master responses were prepared to address all concerns related to land use/commercial properties, parks/open space, schools, traffic, and water supply. These master responses are labeled A through E and precede all comment letters on the following pages. Individual points within each comment letter that pertain to land use/commercial properties, parks/open space, schools, traffic, and/or water supply are addressed by reference to the appropriate master response(s).

### **Master Response A: Land Use/Commercial Properties**

The Previously Approved Project included a total of 38 acres set aside for regional commercial use. In the Proposed Project, General Commercial uses are reduced to 10 acres that will yield approximately 80,000 square feet of neighborhood commercial uses. The Proposed project also eliminates all 39.7 acres of Mixed Use area, which would have included commercial, high density residential, business park, industrial, and commercial uses. This change (87% reduction in overall commercial acreage) would substantially reduce traffic impacts from the project, resulting in improved traffic conditions relative to the Previously Approved Project.

The elimination of acreage devoted to mixed uses and reduction in acreage devoted to commercial uses equates to a reduction of almost 11,000 average daily vehicle trips (10,896) with the Proposed Project while maintaining the same number of proposed dwelling units (1,806), albeit at a lower residential density than previously proposed. The Previously Approved Project provided for varying residential densities of low, medium and high. The Proposed Project limits apartments to those that are age-restricted and reduces high density by 38 percent in favor of more low and medium residential density across the project site.

Although there is no identified user for the proposed commercial property at this time, the project is reserving land for future neighborhood-serving retail opportunity, and market forces will dictate the future development and occupancy of the neighborhood retail center. Due to limitations imposed by State planning law, the City cannot dictate which specific retailer would ultimately occupy the General Commercial area.

## **Master Response B: Parks/Open Space**

In accordance with City of Corona policy, all developments are required to provide for parks either in the form of land dedication and construction or the payment of fees for the acquisition of parkland and construction of park facilities. The Previously Approved Project featured 15.2 total acres of parks, of which 13.1 acres were public and 2.1 acres were private. The Proposed Project provides for a total of 10.32 acres of parks, 1.92 acres of which will be public park space in the form of trails along the Bedford Wash that could ultimately become part of a regional trail system once the other sections are approved and developed. The 1.92 acres of proposed trails along Bedford Wash will be accessible to the public, not just residents of the Proposed Project. The Proposed Project also provides for 8.4 acres of private parks to be maintained by the master homeowners' association at no cost to City taxpayers.

In lieu of providing additional public park space, the developer is being required by the City to make a park fee contribution, which will be used to improve existing parks within the City. The developer is therefore contributing to the development of City parks, which are publicly accessible. Although the Proposed Project would provide only limited (1.92 acres) public access to parks/open space along Bedford Wash, fee contributions made by the developer would ultimately improve parkland accessible to all City residents. All walkways and trails within the project are open to the public and all residents and the City as a whole will see a direct benefit to parkland as fees from the Proposed Project are used to expand or improve City public park space.



## Master Response C: Schools

The Proposed Project will not result in changes to the location, size, or boundaries of the Current Specific Plan. The total number of residential dwelling units allowed by the Previously Approved Project (1,806) would not change as a result of the Proposed Project. According to the Certified EIR for the Previously Approved Project, students residing in the Current Specific Plan community would attend existing schools within the Corona-Norco Unified School District ("District"), which serves grades K-12. It is anticipated that such students would attend Woodrow Wilson Elementary, El Cerrito Intermediate, and Santiago High Schools.

The Previously Approved Project proponent offered land to the District for school facility purposes. The District declined the offer of land based on its own enrollment projections and facilities planning methodologies implemented by the District under the auspices of the State. With the District being an entity of the State, the City does not have authority over it, and is further precluded by State law from denying development based on impacts to schools because the payment of required fees is considered "full and complete" mitigation for school-related impacts (CGC §65995[h]). Since, as a State entity, the District is not under the authority of the City, any questions related to the operations of the schools, including student transport and district/school boundaries, must be directed to the District.

Each district requires the payment of development fees to provide for new school services and/or facilities. The Certified EIR concluded the payment of applicable fees would reduce school-related impacts to a less than significant level.<sup>1</sup> Similar to the Certified EIR, the Proposed Project would be required to pay applicable development fees.

As noted in the Certified EIR, school fees are uniformly applied to all development in the City and are required to be paid prior to project development. Pursuant to Senate Bill 50, the payment of such fees "shall be the exclusive method[] of considering and mitigating impacts on school facilities," and "are . . . deemed to provide full and complete school facilities mitigation," (Gov. Code §§ 65996 (a) and (b)).<sup>2</sup> Therefore, with payment of school development impact fees, no significant impact on existing school facilities would occur. The Proposed Project is consistent with the impacts identified in the Certified EIR, and the level of impact (less than significant) remains unchanged from that cited in the Certified EIR.

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<sup>1</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093. Chapter 4.14 Public Services* Page 4.14-10. City of Corona, July 2012.

<sup>2</sup> *Ibid.*

## Master Response D: Traffic

The Draft Supplement to the Final Environmental Impact Report (Draft SEIR) and Traffic Impact Analysis (TIA) (Appendix A of the Draft SEIR) assumes construction of homes in the Proposed Project will commence in 2017.<sup>3</sup> However, the build-out of any master planned community is directly affected by the economy, and the project's initial development and final build-out date will be governed by the residential housing market accordingly. Although the Cajalco Interchange Project is a separate project, its construction is critical to development of the Proposed Project. The City has been working with CalTrans on the Cajalco Interchange Project for quite a while and it is anticipated that construction will be initiated in the middle of 2017 and be completed approximately 24 months after construction begins. Beyond that, The Draft SEIR addresses both interim and ultimate build-out conditions and requires mitigation for all impacts expected from the Proposed Project.

Mitigation measures that are required to offset the impacts of the anticipated traffic, including the improvement of roadways and intersections near the site and beyond (e.g., Cajalco interchange, Masters Drive, Eagle Glen Parkway, Bedford Canyon Road, etc.), are identified in the Draft SEIR (Section 4.1.4) and will be required to be implemented by the developer at specific time frames as triggered by the project.<sup>4</sup>

The City Police and Fire Departments require provisions for emergency access to, from, and within the Proposed Project. The gating of the community must meet City standards for emergency responder access. Just as the Previously Approved Project provided for, the Proposed Project features two points of access from Eagle Glen Parkway. The access and circulation for the revised plan have been evaluated by the City's Traffic Engineer and Police and Fire Department personnel, and meet the requirements for proper circulation and emergency access. In addition, each subdivision that would be proposed within the master plan must meet all City standards for emergency access with both the overall master plan and the individual subdivision maps.

The transportation element of the Draft SEIR is based on the TIA, which addresses the revisions to the Previously Approved Project. The Proposed Project eliminates mixed use areas and reduces the amount of commercial acreage. According to the TIA, the elimination of acreage devoted to mixed uses and reduction in acreage devoted to commercial uses equates to a reduction of almost 11,000 average daily vehicle trips (10,896) within the Proposed Project as compared to the Previously Approved Project while maintaining the same number of dwelling units (1,806), albeit at a lower residential density than previously proposed. The new traffic impacts analysis was prepared to analyze the Proposed Project based on these less intense land uses.

The TIA also takes into account broader circulation improvements that are being implemented in the region, ultimately resulting in better overall circulation in the area. For example, the Foothill Parkway Westerly Extension Project would create approximately two miles of new 4-lane roadway with curb, gutter, a raised median, a multipurpose trail, sidewalks, landscaping, a bridge, street lights and three traffic signals connecting Trudy Way with Paseo Grande at Green River Road in order to provide an additional transportation corridor between west Corona and south Corona and help alleviate traffic congestion along existing City roads.

The specifications of the Cajalco Interchange Project have been and will continue to be coordinated between the City and Caltrans. The Cajalco Interchange Project will include a new 6-lane bridge over

<sup>3</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 4.1 Traffic. Page 4-7. City of Corona. January 2016.*

<sup>4</sup> *Ibid. Section 4.1 Traffic. Page 4-17 to Page 4-20.*

Interstate 15 and is subject to its own environmental review process pursuant to Caltrans requirements. The Caltrans environmental document(s) are subject to NEPA/CEQA Re-validation and also subject to their own public comment period independent of the Proposed Project. Even though the Cajalco Interchange Project was designed, in part, to address impacts from the Previously Approved Project, it will not be reduced in scale even though the Proposed Project will generate significantly fewer trips than the Previously Approved Project.

Based on the scaled down nature of the Proposed Project relative to the Previously Approved Project, the TIA concludes that up to 308 single-family units (or other residential units (e.g. townhouses) equivalent to trips associated with 308 single-family units) can be built and occupied before mitigation is required at the Cajalco Interchange.<sup>5</sup> After the development of 308 residential units, the requirement for the interchange is triggered, and commencement of construction of the interchange would be required prior to development of additional residential units. According to the TIA and the Draft SEIR, construction of 308 residential units would not create a significant impact on the Cajalco Interchange. However, the development of more than 308 residential units would create a significant impact on the Cajalco Interchange. Once construction of the Cajalco Interchange Project commences, the DA between the City and the developer will permit the developer to obtain an additional 600 building permits and certificates of occupancy within the Proposed Project. This creates the potential for a new significant and unavoidable, albeit temporary, impact that was not identified in the Certified EIR that will be fully mitigated upon completion of the Cajalco Interchange Project. Findings and overriding considerations for this significant and unavoidable impact will be required prior to approval of the Proposed Project.

The developer is responsible for a fair share contribution toward the construction of the Cajalco Interchange Project, which is 32.5 percent of the construction cost. However, there is currently insufficient funding for such construction, which will be a multi-million dollar infrastructure project, and those funds will not be available to the City or the community for the foreseeable future. The developer is proposing to advance the funds to the City for the remaining 67.5 percent of the total cost for the Cajalco Interchange Project. The developer is required to post a performance bond for the total cost of such facility prior to the issuance of the first production unit building permit for the Proposed Project. Thus, full payment for the Cajalco Interchange Project will be fully secured following issuance of the first production unit building permit for the Proposed Project even if the developer were to run into financial problems. As construction of the Cajalco Interchange Project commences and progresses, the developer will be required to submit periodic cash payments to the City to pay the construction costs and the amount of the performance bond will be reduced accordingly. The City is not obligated to contribute any funding toward the Cajalco Interchange Project, but the developer may receive reimbursements from future development that receives a benefit from the Cajalco Interchange Project. Additionally, the developer will pay a fair share toward the cost of other roadway infrastructure improvements required in the TIA in accordance with mitigation measures presented in the SEIR.<sup>6</sup>

With the advancement of these funds, the City residents would get the Cajalco Interchange Project constructed significantly earlier than otherwise anticipated due to the lack of available funding in the foreseeable future. It also means the community would not have to go through the construction of the Cajalco Interchange Project and then “start over” with the construction of the Proposed Project. A traffic management plan will be implemented to maintain proper circulation and emergency access during construction of the Cajalco Interchange Project and Proposed Project. If the Proposed Project

<sup>5</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 4.1 Traffic.* Pages 4-7, 4-8, and 4-20. City of Corona. January 2016.

<sup>6</sup> *Ibid.* Pages 4-17 to 4-20.

were not to move forward, and infrastructure in the area were to remain as is, natural traffic growth will still occur simply with future development projects and population increase within the existing built environment. This equates to natural increases in traffic volumes not only within the City, but also within the entire region for western Riverside County and southern California. Thus, the Proposed project will result in overall improvement to circulation within the area, will improve air quality, will improve public safety, will provide for better pedestrian and bicycle access across I-15 at the Cajalco Interchange and will improve off ramp and on ramp movement at such interchange.

Traffic engineers apply an assumed overall growth rate of 1% to 3% per year to account for this natural growth. This natural growth alone will add to the traffic congestion residents already experience and increase the burden on existing facilities. The proposed project will facilitate a solution to the immediate concerns of the area circulation by financing improvements to the Cajalco interchange. Since it is possible for the developer to construct additional residential units beyond 308 while the Cajalco Interchange Project is being constructed and other circulation improvements are being implemented, there may be some short term significant impacts. However, the ultimate result will be an improvement in overall traffic circulation in the community sooner rather than later as a result of the Proposed Project.

## Master Response E: Water Supply

Based on the Water Supply Assessment (WSA) (Appendix B in the Draft SEIR) prepared for the Proposed Project, the Proposed Project would use 796 acre-feet of water per year when fully developed. The Previously Approved Project would have used 709 acre-feet per year. The Proposed Project would derive water supplies from City sources, which include a mix of regional groundwater (from the Temescal, Bedford, and Coldwater Sub-basins) and imported surface water from the State Water Project (SWP) and the Colorado River. The analysis for the revised project, as contained in Chapter 4 of the Draft SEIR, indicates that the City has sufficient existing surplus water supplies to meet the demands of the Proposed Project.

The Proposed Project is considered to be well within the current surplus capacity of existing City water sources during normal, single dry, and multiple dry years. The Proposed Project would maximize the use of recycled water, consistent with the City's Groundwater Master Plan. The Proposed Project would incorporate mitigation from the Certified EIR, which includes the preparation of a water conservation plan and education for residents. With mitigation, the proposed project would not significantly impact groundwater supplies.

Several residents expressed concerns related to the potential of the Proposed Project to affect groundwater levels, including how the project would affect locally available water from private wells. The Proposed Project would rely on a mix of water sources, as identified in the City's Urban Water Management Plan.<sup>7</sup> Although, as indicated in Chapter 4 of the Draft SEIR, imported water supplies may become limited during times of drought, the City has access to several regional groundwater basins.<sup>8</sup> Because the Proposed Project would not rely exclusively on any single source of locally available water, it would not directly result in a significant lowering of the groundwater table in the local area. Individual wells owned by surrounding residents would not be significantly affected.

Another commenter mentioned impacts to water supply caused by climate change. As discussed in the WSA, future water deliveries from the SWP may be limited by climate change and efforts to protect sensitive species. The WSA takes into account these limitations together with considering planned improvements in water storage. Current and future water limitations imposed by drought and exacerbated by climate were considered in the analysis. The increase in water use caused by the proposed change in land use would not cause water use to exceed current and future available supplies.

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<sup>7</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.11 Hydrology and Water Quality. Page 3-62. Section 3.19 Utilities and Service Systems. Pages 3-100 and 3-105. City of Corona. January 2016.*

<sup>8</sup> *Ibid. Section 4.2 Water Supply. Page 4-22 to Page 4-26.. City of Corona. January 2016.*

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**Letter S-1: State of California, Governor's Office of Planning and Research (OPR)**

Scott Morgan, Director, State Clearinghouse, dated February 25, 2016.



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

February 25, 2016

Received  
FEB 29 2016

Community Development Dept.

Terri Manuel  
City of Corona  
400 S. Vicentia Avenue  
Corona, CA 92882

Subject: Arantine Hills Specific Plan Amendment ( Draft Supplemental to the Final Environmental Impact Report)  
SCH#: 2006091093

Dear Terri Manuel:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 24, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency



**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2006091093  
**Project Title** Arantine Hills Specific Plan Amendment ( Draft Supplemental to the Final Environmental Impact  
**Lead Agency** Report)  
Corona, City of

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**Type** SIR Supplemental EIR  
**Description** The proposed changes to the approved contained in the Arantine Hills Specific Plan EIR certified in 2012 ("approved project") represent the Specific Plan Amendment or "proposed project" in this Draft Supplemental EIR. Changes include a General Plan Amendment, Specific Plan Amendment, Tentative Tract Map, and Development Agreement. The proposed project covers the same 276.0 acre area encompassed by the approved Arantine Hills Specific Plan (SP). However, the project applicant proposes changes to the SP land uses and densities that would result in a decrease in potential commercial uses and elimination of mixed-use areas, the same quantity of residential units, with the residential land uses expanded into portions of the areas previously approved for commercial and mixed uses.

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**Lead Agency Contact**

**Name** Terri Manuel  
**Agency** City of Corona  
**Phone** 951-736-2299 **Fax**  
**email**  
**Address** 400 S. Vicentia Avenue  
**City** Corona **State** CA **Zip** 92882

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**Project Location**

**County** Riverside  
**City** Corona  
**Region**  
**Lat / Long** 33° 48' 14" N / 117° 31' 53" W  
**Cross Streets** Cajalco Road/I-15  
**Parcel No.** 279-190-045-5, 279-240-018-5  
**Township** 4S **Range** 6W **Section** 16,17, **Base** SBB&M

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**Proximity to:**

**Highways** I-15  
**Airports**  
**Railways**  
**Waterways** Bedford Canyon Wash  
**Schools** Woodrow Wilson ES  
**Land Use** Land Use: Vacant Agricultural (Possible Future Urban Use)

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**Project Issues** Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Traffic/Circulation; Water Quality; Wetland/Riparian; Cumulative Effects

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**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Air Resources Board; Regional Water Quality Control Board, Region 8; Native American Heritage Commission

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**Date Received** 01/11/2016 **Start of Review** 01/11/2016 **End of Review** 02/24/2016

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Clear  
2/24/16  
E



EDMUND G. BROWN JR.  
GOVERNOR

MATTHEW RODRIGUEZ  
SECRETARY FOR  
ENVIRONMENTAL PROTECTION

**Santa Ana Regional Water Quality Control Board**

February 22, 2016

Governor's Office of Planning & Research

Ms. Terri Manuel, Planning Manager  
Community Development Department  
City of Corona  
400 South Vicentia Avenue  
Corona, CA 92882

FEB 22 2016

STATE CLEARINGHOUSE

**DRAFT SUPPLEMENT TO FINAL ENVIRONMENTAL IMPACT REPORT, ARANTINE HILLS SPECIFIC PLAN AMENDMENT - TENTATIVE TRACT MAP NO. 36294R, BEDFORD CANYON WASH FLOODPLAIN SOUTHWEST OF INTERSTATE 15 AND EAGLE GLEN PARKWAY, CITY OF CORONA, SCH# 2006091093**

Dear Ms. Manuel:

Staff of the Regional Water Quality Control Board, Santa Ana Region (Regional Board) has reviewed the Draft Supplement to the Final Environmental Impact Report (EIR) certified by the City of Corona in 2012 for the Arantine Hills Specific Plan (Project). The Draft Supplement is referred to by the City as a Supplemental EIR (SEIR). The Project applicant, The New Home Company, proposes to amend the previously approved Specific Plan to change densities and land-use footprints through a Specific Plan Amendment, City General Plan Amendment, and revised Development Agreement/Tentative Tract Map (TTM No. 36294R). The proposed Project would remain a 276-acre primarily residential development with the same boundaries as the previous CEQA documents.

The proposed Project is located in Temescal Canyon, southwest of Interstate 15 (I-15) and Eagle Glen Parkway in southern Corona, at the site of a recently removed orange grove. Bedford Canyon Wash (BCW) flows directly from the Santa Ana Mountains towards the northeast and along the southern portion of the Project site at the foot of a bluff. The bluff forms the southeastern bank of BCW. Most of the Project development is proposed to be located northwest of BCW on the easterly sloping floodplain. However, one triangular portion of the Project, Planning Area 14 (PA14), is located southeast of BCW adjacent to I-15 and on the top of the bluff. PA14 and the bluff would be connected to the rest of the development by a future bridge over BCW.

The SEIR proposes to delete the "mixed-use" land use and most of the "industrial/commercial" land use as proposed in the FEIR, and instead distribute a greater acreage (184.2 total acres) to low-, medium-, and high-density residences (retaining the 1,806 total units adopted previously)(Table 2.C). Open-space land use would increase to 56.8 acres, including natural open space and a subset of BCW (25.17 acres of native habitat, SEIR p.3-23). The SEIR proposes three construction options to carry stormflow from the Santa Ana Mountains to an upstream debris basin in the BCW, then through or around the channel (p.3-

26). Each option, with its temporary and permanent impacts to the channel (Table 4.E, p.4-31), is paraphrased here:

Option 1: Concrete Lined Bypass Channel. Flows of 150 cubic feet per second (cfs) or less would be maintained in the BCW channel, but flows greater than 150 cfs would be diverted to an approximately 46-foot wide concrete-lined bypass channel located adjacent to BCW. Farther downstream, the high-velocity flows in the bypass channel would be slowed by discharging into a "plunge pool." The bypass channel would reconnect with BCW near the downstream property line. Permanent impacts to 0.33 acre of waters of the U.S. and 0.62 acre waters of the state would result if this option is constructed; 1.23 acres waters of the U.S. and 1.65 acres waters of the state would be temporarily impacted.

Option 2: Soft-Bottomed Bypass Channel. Like Option 1, a bypass channel is proposed to receive high flows, but would remain soft-bottomed. This channel would be 82 feet wide and excavated lower than the adjacent development. The channel bed would have buried grade control structures and buried riprap on the channel sides. Some Riversidean Alluvial Fan Sage Scrub (RAFSS) would be planted. Permanent impacts to 0.12 acre of waters of the U.S. and 0.39 acre of waters of the state would result; 0.25 acre of waters of the U.S. and 0.91 acre of waters of the State would be temporarily impacted.

Option 3: Re-establish Bedford Canyon Wash. All flows would remain in BCW. The BCW channel would be excavated lower than the adjacent development and broadened to 140 or 200 feet wide, as described in separate sections in the SEIR. The channel would have buried grade control structures and buried riprap on the channel sides. Some RAFSS would be planted. Permanent impacts to 0.12 acre of waters of the U.S. and 0.40 acre of waters of the state would result; 8.09 acres of waters of the U.S. and 9.24 acres of waters of the State would be temporarily impacted.

We recommend that the Project incorporate the following comments into the Final EIR, in order for the Project to best protect water quality standards (water quality objectives and beneficial uses) contained in the Water Quality Control Plan for the Santa Ana River Basin (Region 8 Basin Plan, 1995, as amended):

### **1. Choice of Option for Bedford Canyon Wash**

Regional Board staff recommends the implementation of Option 3, above, including the Project's planned restoration of the BCW channel with native vegetation. Option 3 would optimize maintenance of BCW<sup>1</sup> beneficial uses. While under Option 3 the proposed upstream debris basin manipulates the BCW stream profile, it would largely maintain natural sediment transport through the Project site by means of flooding episodes. The debris basin would detain oversized clasts, defined on p.3-43 as "greater than eight inches in one dimension." These boulders could be stockpiled and used with those excavated from the site for strategic placement in areas of BCW channel that need erosion protection, eg., the base of the bluff. As the rocks resettle within the channel bed, these non-grouted boulders and other native

<sup>1</sup> The Basin Plan designates beneficial uses for Bedford Canyon Wash. They include groundwater recharge (GWR), contact recreation (REC1), non-contact recreation (REC2), warm freshwater habitat (WARM), and wildlife habitat (WILD).



rock could provide natural energy dissipation for high-velocity stormflows. Conversely, erosion has occurred around grouted rock, grade control structures, or hardened revetments in such dynamic hydrologic settings, causing the structure to fail.

Board staff recommends the SEIR's suggested maintenance and operations program (p.3-30,31) that emphasizes natural erosion control techniques that assist in protecting water quality, such as 1) interspersed rock and vegetational planting at sites threatened with scour and erosion, including the base of the bluff; and 2) allowing the stream profile to find its own equilibrium through natural creation of sloped and level intervals. These techniques also support the restoration of side channel habitat that can prevent additional erosion. Buried riprap, grade control structures, and artificial deepening of the BCW may not be necessary if the current channel bed were widened to accommodate non-grouted rock and vegetation. Also, natural channel bed underflow could support the planting of RAFSS and native riparian species (ex: scattered willow individuals, using willow stakes).

The SEIR notes that the bypass channel concept is unnecessary for Option 3, yet it is incongruously mentioned within Option 3 discussions (p. 3-65, 3-107, and 4-31). We recommend the bypass channel concept be removed under Option 3.

## **2. Comments on BCW Options 1 and 2, and Jurisdictional Delineation**

Option 1's addition of a 46-foot-wide concrete bypass channel adjacent to the natural channel would remove the stormflows that establish natural hydrology and morphology, transport sediment, and maintain underflow supporting vegetation. Downstream reunification of these channels in a plunge pool may cause channel scour and cumulative hydromodification impacts, resulting in excess of flow velocities where the channel narrows at the I-15 crossing offsite. Further, the desired protection of the bluff base should be achieved by focusing energy dissipation remedies at the bluff, not by routing flows to avoid the bluff. Previous staff comments<sup>2</sup> urged avoidance of major construction on the bluff.

Option 2 would include buried riprap and grade control structures. These features may not remain buried but would eventually become exposed as a result of scouring. Also, such hardened sections of channels often cause "head-cutting" and "sediment starvation" throughout the stream system. Therefore, we recommend the Option 3 "re-established" channel and have no objection to the construction of an upstream debris basin.

Board staff recognizes that choosing one of the three above options will revise the Jurisdictional Delineation (p. 3-23) of federal and State waters previously adopted in the certified FEIR (0.33 acre of permanent impacts and 1.82 acres temporary impacts to non-wetland waters of the U.S.). No wetlands were delineated on the Project site. A swale on the bluff was identified in September 2015 as a water of the State (Tributary D), which increases the total CDFW jurisdictional acreage permanent impact to 0.34 acre. We understand all temporary impacts would be restored with native vegetation (p. 3-30).

The SEIR (Section 4 Analysis) does not provide adequate diagrams or other visualizations of the above three options for BCW post-construction. We found no diagram or map that

<sup>2</sup> Board staff's August 1, 2012 letter commenting on the Draft EIR, p.2

indicates the final channel widths in relation to buffers, dikes, and the adjacent development, nor the proposed locations of the two detention basins, restored channel segments, grade controls crossing the channel, or riprap along the channel sides. Further, "Appendix C-1 Floodplain Analysis, Bedford Wash at Arantine Hills Figure 2- Aerial Photograph," exhibits a Project boundary line extending only partway across Bedford Canyon Wash in the higher elevations of the Project. It appears the Project proponent does not control areas upstream of the Project boundary where an effective detention basin would be constructed. Please verify that the Project would have access to all of the area within BCW and upstream of the Project in order to sufficiently implement any of the three options discussed.

### 3. Mitigation for Loss of Prime Farmland Under CEQA

The Project, as currently sited, would vacate the existing Agricultural Preserve designation, a significant environmental impact that should be mitigated under the California Environmental Quality Act (CEQA). Designated Prime Farmland (the grove) was removed previously, in anticipation of this development. Section 3.4.1 states that because there is no available mitigation bank mechanism, there is "no feasible mitigation to reduce the Arantine Hills Specific Plan's impacts associated with the conversion of agricultural use to nonagricultural uses to a less-than-significant-level." Board staff commented in our March 8, 2010 and August 1, 2012 letters (for the previous draft EIR) that the loss of beneficial uses (Agricultural Supply, Wildlife Habitat) should be mitigated. Board staff recommends the Project create an additional mitigation for this loss of Prime Farmland located in a pervious area of the Bedford Canyon Wash watershed. One option of mitigation would be to place the Altfillisch property (City of Eastvale at the Santa Ana River) under conservation easement, as the SEIR considered (The Altfillisch property was suggested as compensation for impacts to the BCW).

### 4. Clarification of Mitigation Relationship to MSHCP

The SEIR should further clarify the Project's relationship to the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) and to consequent riparian mitigation. Board staff understands that the Arantine Hills Specific Plan area is located within the Temescal Canyon Area Plan of the MSHCP, although not within an MSHCP Criteria Cell (SEIR p.3-28, 72). Still, p.3-24 indicates that the MSHCP Implementing Agreement with the U.S. Army Corps of Engineers (USACE) and California Department of Fish and Wildlife (CDFW) must be followed and that mitigation fees will be required of the Project proponent, who may utilize the City of Corona Local Development Mitigation Fee program.

This procedure appears to vary with Mitigation Measure 4.4.5.3C (p.3-30), which states that the proponent shall mitigate for the permanent loss of USACE and CDFW jurisdictional waters--and MSHCP designated riparian/riverine resources (BCW)--at a 2:1 mitigation ratio. The mitigation, states the SEIR, may be conducted onsite or through applicant-sponsored mitigation conducted offsite of the Arantine Hills Project, yet within the MSHCP boundaries. The in-lieu fee program noted above is offered by the SEIR as another option, as is the Altfillisch property conservation easement.

Board staff believes that a 2 to 1 ratio is appropriate for onsite mitigation, and that the Option 3 permanent/temporary impacts should be mitigated accordingly through an onsite restoration plan for the BCW channel that would enhance and protect beneficial uses. However, if an

offsite remedy is selected, Board staff recommends a mitigation ratio of 3 to1, not 2 to 1. Conservation easements, or similar instruments, should be established for all sites.

SEIR p.4-36 considers the issuance of building permits for model homes prior to any BCW channel improvements; Board staff disagrees and believe that as a safety precaution, compensatory mitigation changes should proceed first. Any improvements made to the BCW channel should be confirmed by a hydraulic study as sufficient to convey a high flow volume.

If you have any questions, please me at (951) 782-3259 or [Glenn.Robertson@Waterboards.ca.gov](mailto:Glenn.Robertson@Waterboards.ca.gov), or Wanda M. Cross, Chief of our Regional Planning Programs Section, at (951) 782-4468 or [Wanda.Cross@Waterboards.ca.gov](mailto:Wanda.Cross@Waterboards.ca.gov)

Sincerely,



Glenn Robertson  
Engineering Geologist  
Regional Planning Programs Section

Cc: State Clearinghouse  
U.S. Army Corps of Engineers, Los Angeles – James Mace  
U.S. Fish and Wildlife Service, Palm Springs – Karin Cleary-Rose  
California Dept. of Fish and Game, Ontario- Kim Freeburn-Marquez  
Riverside-Corona Resource Conservation District, Riverside – Arlee Montalvo

H://GRobertson/Data/CEQA/City of Corona/ DEIR- City of Corona- Arantine Hills Specific Plan 2016-Supplemental Amendment to Final EIR.doc

## **Response to Letter S-1**

### **State of California, Governor's Office of Planning and Research (OPR)**

**Response to Comment S-1.1:** The City acknowledges the State Clearinghouse submitted the proposed project (Draft Supplemental to the Final Environmental Impact Report) to the following State agencies for review:

- The California Natural Resources Agency
- California Department of Fish and Wildlife, Region 6
- California Department of Parks and Recreation
- California Department of Water Resources
- California Highway Patrol
- Caltrans, District 8
- California Air Resources Board
- Santa Ana Regional Water Quality Control Board, Region 8
- California Native American Heritage Commission

Of the State agencies listed above, the State Clearinghouse received comments only from the Santa Ana Regional Water Quality Control Board, Region 8 in a letter dated February 22, 2016.

The City received the same letter from the Santa Ana Regional Water Quality Control Board, Region 8, dated February 22, 2016, and has responded to comments from the Santa Ana Regional Water Quality Control Board, Region 8 in **Response to Letter R-4** in this chapter.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter S-2: State of California, Department of Transportation, District 8 (Caltrans)**

Mark Roberts, Office Chief, Intergovernmental Review, Community and Regional Planning, dated April 5, 2016.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 8

PLANNING

464 WEST 4<sup>th</sup> STREET, 6<sup>th</sup> Floor MS 725

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4557

FAX (909) 383-5936

TTY (909) 383-6300



Received

APR - 8 2016

*Serious drought  
Help save water!*

Community Development Dept.

April 5, 2016

Terri Manuel  
City of Corona  
Planning Department  
400 S. Vicentia Avenue  
Corona, CA 92882

Arantine Hills Specific Plan Amendment (SPA15-002) SCH No. 2006091093, (RIV-15-PM 36.813)

Ms. Manuel,

We have completed our initial review of the Arantine Hills Specific Plan Amendment (SPA15-002) proposed Project is located directly west of Interstate 15 (I-15) south of Cajalco Road and comprises of the designation of 276 acres into low, medium, and high density residential, open space/park, general commercial, mixed use, which includes retail, office, business park, research and development, light industrial and multi-family residential land uses. With the noted changes to your project plans to reduce General Commercial by 28 acres, a reduction in High Density Residential by 107 units, the increase in Medium Density by 8.5 acres and 259 units, along with the increase in Low Density Residential by 46.6 acres and 299 units. A new TIA report reflecting these changes will be need in order for us to give a more accurate report.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Corona due to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

We also support the concept of a local circulation system which is pedestrian, bicycle, and transit-friendly in order to enable residents to choose alternative modes of transportation. As a result, potential transit mitigation for development impacts should also be analyzed, such as improved transit accommodation through the provision of park and ride facilities, bicycle access, signal prioritization for transit, or other enhancements which can improve mobility and alleviate traffic impacts to State facilities.

Based on the scope of the proposed development and its close proximity to State facilities we recommend the following to be included in the preceding DEIR:

*“Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability”*

Ms. Manuel  
 April 5, 2016  
 Page 2

**Traffic Operations**

- A traffic impact study is necessary to determine this proposed project’s near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*, which is located at the following website:  
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>  
 Minimum contents of the traffic impact study are listed in Appendix “A” of the TIS guide. 1
  
- The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips. 2
  
- The data used in the TIS should not be more than 2 years old. 3
  
- Synchro Analysis for the I-15 ramp termini interchanges impacted by the Project. Analysis should include all intersections from the Project site to the I-15 interchange study areas. A PHF of 0.92 is recommended to be used in the Synchro Analysis. 4
  
- Merge/Diverge Analysis for the I-15 interchanges within the study area. 5
  
- Queuing Analysis for the I-15 ramp termini intersections within the study area. 6
  
- Traffic Analysis Scenarios should clearly be exhibited as exiting, existing + project, existing + project + ambient growth, and existing + project + ambient growth + cumulative. 7
  
- Proposed improvements should be exhibited in preliminary drawings that indicate the LOS with improvements. 8
  
- Submit a hard copy of all Traffic Impact Analysis documents and an electronic Synchro Analysis file prior to the circulation of the DEIR. 9
  
- Caltrans endeavors that any direct and cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards. 10
  
- Mitigation measures to State facilities should be included in the traffic impact analysis. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. Mitigation improvements should be compatible with Caltrans concepts. 11

*“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”*



Ms. Manuel  
April 5, 2016  
Page 3

**Grading and Hydrology**

- Because the proposed Project is located immediately adjacent to State right-of-way (R/W), we are concerned with potential impacts to existing facilities that may result with proposed development. Identify grading impacts to State R/W, which may include construction of slopes or retaining walls along State R/W. 12
  - Project grading and drainage impacts affecting State R/W should be identified and addressed prior to project approval. 13
  - Identify site runoff impacts to State R/W, which may include potential for erosion or scour within State R/W. 14
  - Identify capacity of existing drainage structures within State R/W where connections between private and Caltrans systems are proposed. Existing capacity of affected State drainage systems cannot be exceeded. Should 100-year project runoff volumes be determined to exceed the maximum capacity of the existing State drainage facilities, construction of on-site detention basins, new drainage systems or other impact mitigation will be required. 15
  - All tributary runoff areas, existing area drainage facilities, and proposed project drainage design should be clearly identified and analyzed in a comprehensive project drainage study. 16
  - Future review of project drainage design will include an evaluation of runoff impacts to adjacent State R/W. Where applicable, compliance with pertinent National Pollutant Discharge Elimination System (NPDES)/water quality standards will be required. 17
  - Ensure that “best management practices” (BMP’s) used to treat site runoff entering State R/W are in compliance with all applicable National Pollution Discharge Elimination System (NPDES) or State Regional Water Resources Board regulations. 18
- Prior to your submission for an Encroachment Permit, a follow-up Traffic Study Report letter will be required from the Department of Planning. 19

These recommendations are preliminary and summarize our review of materials provided for our evaluation. If this proposal is revised in any way, please forward appropriate information to this Office so that updated recommendations for impact mitigation may be provided. We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Talvin Dennis at (909) 806-3957 or myself at (909) 383-4557 for assistance

Ms. Manuel  
April 5, 2016  
Page 4

Sincerely,

A handwritten signature in black ink that reads "Mark Roberts". The signature is written in a cursive, flowing style.

MARK ROBERTS  
Office Chief  
Intergovernmental Review, Community and Regional Planning

**Response to Comment S-2.1:** The Modified Project traffic study was prepared in 2015 and utilizes the Caltrans Guide for the Preparation of Traffic Impact Studies, City of Corona traffic study guidelines, and County of Riverside traffic study guidelines.

**Response to Comment S-2.2:** The following locations have been evaluated in the Arantine Hills Modified Project Traffic Study (September 2015) where the project will add from 50 to over 100 peak hour trips (see Exhibits 3-10 and 3-11 of the Traffic Study).

ID	Intersection Location	Jurisdiction
1	Masters Drive / California Avenue	Corona
2	Masters Drive / Bennett Avenue	Corona
3	Masters Drive / Eagle Glen Parkway	Corona
4	Bedford Canyon Road / El Cerrito Road	Corona
5	Bedford Canyon Road / Georgetown Drive	Corona
6	Bedford Canyon Road – Street “A” / Eagle Glen Parkway	Corona
7	I-15 SB Ramps / El Cerrito Road	Caltrans
8	I-15 SB Ramps / Cajalco Road	Caltrans
9	I-15 NB Ramps / El Cerrito Road	Caltrans
10	I-15 NB Ramps / Cajalco Road	Caltrans
11	Grand Oaks / Cajalco Road	Corona
12	Temescal Canyon Road / Cajalco Road	Corona
13	Street “C” / Eagle Glen Parkway	Corona
14	Street “C” / Street “B”	Corona
15	Street “A” - Street “D” / Street “B”	Corona
16	Street “A” / TAZ 4 Main Driveway	Corona
17	Street “A” / TAZ 4 South Driveway	Corona
18	Masters Drive / Christopher Lane	Corona
19	Via Castilla Street / Masters Drive	Corona
20	Morales Way / Masters Drive	Corona
21	Bennett Avenue / Eagle Glen Parkway	Corona

The study area identified a total of thirty (30) existing/future roadway segments. The roadway segments include the segments on either side of the study area intersections listed above.

**Response to Comment S-2.3:** Manual AM and PM peak hour turning movement counts were conducted in 2014 and 2015.

**Response to Comment S-2.4:** For existing conditions, a peak hour factor based on count data was utilized in the Arantine Hills Modified Project Traffic Study (September 2015). For Future conditions, a minimum peak hour factor of 0.95 was utilized consistent with the previously approved Arantine Hills Specific Plan Traffic Impact Analysis (August 2011).

**Response to Comment S-2.5:** A merge/diverge Analysis was evaluated for all scenarios in the Arantine Hills Modified Project Traffic Study (September 2015).

**Response to Comment S-2.6:** Queuing analyses for the I-15/Cajalco Road ramp termini intersections were included in the interchange design work recently completed for the I-15/Cajalco Road interchange improvements, based upon the previously approved Arantine Hills Specific Plan. It should be noted that the Modified Project is anticipated to generate approximately 10,896 fewer external trips per day, with 427 fewer external AM peak hour trips and 1,085 fewer external PM peak hour trips, in comparison to the previously approved project (see Table 3-3 of the Arantine Hills Modified Project Traffic Study, [September 2015]). Consistent with the previously approved project, queuing analysis was not performed in the September 2015 traffic study since, 1) the Modified project is anticipated to generate fewer traffic than the previously approved project and, 2) queues had already been evaluated for the approved interchange improvements at I-15/Cajalco Road.

**Response to Comment S-2.7:** The analysis scenarios in the Arantine Hills Modified Project Traffic Study (September 2015) have been labeled as follows:

- Existing (2014 and 2015) Conditions
- 2017 Without Project Conditions
  - Existing + Ambient Growth + Cumulative
- 2017 With Project Phase 1 Conditions
  - Existing + Ambient Growth + Cumulative + Project Phase 1
- Interim Year With Project Buildout Conditions (Sensitivity Analysis)
  - Existing + Ambient Growth + Cumulative + Project Buildout
- 2035 Without Project Conditions, Without McMillan Trust Property Development
- 2035 With Modified Project Conditions, Without McMillan Trust Property Development
- 2035 Without Project Conditions, With McMillan Trust Property Development
  - 2035 Baseline conditions + McMillan Trust Property (consists of 300 single family residential units located south of the Arantine Hills Modified project)
- 2035 With Modified Project Conditions, With McMillan Trust Property Development
  - 2035 Baseline conditions + Project Buildout + McMillan Trust Property (consists of 300 single family residential units located south of the Arantine Hills Modified project)

**Response to Comment S-2.8:** Recommended improvements are presented in Exhibits 1-5, 9-5, and 9-10 of the Arantine Hills Modified Project Traffic Study (September 2015). LOS summaries with improvements are provided in Tables 5-1, 6-1, 7-4, and 8-1 of the Arantine Hills Modified Project Traffic Study (September 2015).

**Response to Comment S-2.9:** The 1,604 page Modified Project Traffic Study was included as Appendix A of the Draft SEIR during the 45-day public review period (January 8, 2016 to February

22, 2016.) This electronic file included all text, graphics, worksheets and necessary information supporting the analyses and findings contained in the September 2015 Modified Project Traffic Study.

**Response to Comment S-2.10:** With the recommended roadway and interchange improvements identified in the Arantine Hills Modified Project Traffic Study (September 2015), deficient intersections identified under each analysis scenario are projected to operate at acceptable level of service during both AM and PM peak hours. Analysis of peak hour conditions at the Cajalco/I-15 interchange indicates that traffic conditions will worsen with or without the Modified Project until the planned capital improvements to the ramps and bridge structure are able to be implemented. The September 2015 traffic analysis includes the recommendation that prior to issuance of a Certificate of Occupancy for the three hundred ninth (309th) dwelling unit within the Modified Project, full funding of the Cajalco Road/I-15 Interchange project (which includes a new 6-lane bridge over Interstate 15) is recommended to be accomplished in accordance with an approved development agreement. Even with full funding provided for the planned Cajalco/I-15 interchange improvements, the City of Corona does not maintain total control over implementation of Caltrans ramp and bridge improvements. As indicated on Exhibit 1-6 of the September 2015 report, if (1) actual construction of the Cajalco/I-15 interchange improvements are completed beyond 2017, and (2) the Modified Project had provided for full funding of the interchange improvements, and (3) more than 308 new homes within the Modified Project occur at a pace of approximately 100 occupancies per year, peak hour conditions at the Cajalco/I-15 interchange ramp intersections will exceed level of service “E” and “F” until the new interchange improvements are completed. However, if the Arantine Hills Modified Project does not occur, it is anticipated that full funding of the Cajalco/I-15 interchange project may be delayed for 5 to 10 years.

**Response to Comment S-2.11:** Exhibit 1-5 of the Arantine Hills Modified Project Traffic Study (September 2015), illustrates the planned Caltrans improvements related to the Cajalco Road / I-15 interchange area, which include the following:

- Widen Cajalco Road from a 2-lane divided roadway to a 4-lane divided roadway, between Bedford Canyon Road and I-15 SB Ramps.
- Construct a new Cajalco Road 6-lane bridge over the I-15 mainline, replacing the existing 2-lane divided roadway, between the I-15 SB and I-15 NB ramps.
- Widen Cajalco Road from a 5-lane divided roadway to a 6-lane divided roadway, between the I-15 NB ramps and Grand Oaks Road.
- Construct a new northbound loop on ramp to serve eastbound traffic on Cajalco Road for access to I-15 mainline.
- Other existing ramps are widened to provide additional turn lane capabilities.

The recommended improvements presented in Exhibits 9-5 and 9-10 of the Arantine Hills Modified Project Traffic Study (September 2015) are compatible with planned Caltrans improvements in the Cajalco Road / I-15 interchange area.

**Response to Comment S-2.12:** While the project is located adjacent to a State right-of-way (ROW), no grading within the State ROW or on properties under the ownership of the Riverside County Transportation Commission would occur.



**Response to Comment S-2.13:** Grading and drainage studies will be approved by the City of Corona and copied to the State per the conditions of approval.

**Response to Comment S-2.14:** The project is required to prepare a sediment transport study that evaluates scour downstream of the project site. This study will be reviewed and approved by the City of Corona and the Riverside County Flood Control & Water Conservation District. The State will be copied on the approved report per the conditions of approval.

**Response to Comment S-2.15:** The project does not propose to connect to existing State drainage facilities. Runoff from the project will be conveyed to historical drainage channels. The existing capacity of State facilities will be analyzed as part of the project development.

**Response to Comment S-2.16:** A comprehensive drainage study is required for the conditions of approval and will be approved by the City of Corona and the Riverside County Flood Control & Water Conservation District.

**Response to Comment S-2.17:** The project is required to evaluate all runoff impacts to comply with applicable National Pollutant Discharge Elimination System (NPDES) requirements. Short-term storm water pollutant discharges from development within the project site are mitigated through implementation of NPDES permit requirements that ensure State and federal clean water standards are maintained.

**Response to Comment S-2.18:** The project will be required to comply with all the specific and applicable Best Management Practices (BMPs) required pursuant to the NPDES per and any water quality requirements identified in the conditions of approval (COA) required by the City.

**Response to Comment S-2.19:** No grading would occur within the State ROW, nor does the project connect to an existing State drainage facility; therefore, no encroachment on a State drainage facility would occur during development of the proposed project.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter R-1: South Coast Air Quality Management District**

Jillian Wong; Program Supervisor; Planning, Rule Development & Area Sources; dated February 19, 2016.



South Coast  
Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • www.aqmd.gov

Letter R-1

SENT VIA E-MAIL & USPS:

February 19, 2016

Ms. Terri Manuel, AICP, Planning Manager  
Community Development Department  
City of Corona  
400 S. Vicentia Avenue  
Corona, CA 92882

**Draft Supplemental Environmental Impact Report (DSEIR) for the  
Proposed Arantine Hills Specific Plan Amendment Project (SCH No. 2006090193)**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document.

In the project description, the Lead Agency proposes changes to the certified Final EIR.<sup>1</sup> The proposed project includes changes to the specific plan land uses and densities including the land uses placed in areas previously approved for commercial and mixed uses. Specifically, the proposed project would decrease the amount of general commercial land use from 38.0 acres to 28.00 acres, eliminate the proposed 21.1 acres of mixed-use (commercial/residential) and eliminate the proposed 18.6 acres of mixed use (industrial/commercial) uses that would be built on portions of the proposed 276.0 acre site. Further, changes are planned to proposed residential uses that would increase residential acreage by approximately 55.0 acres. Changes in acreage for parks, open space and roadway acreages are also proposed. The proposed project site is bordered by residences and the nearby 1-15 Freeway.

Due to these proposed land use changes, the Lead Agency revised the air quality analysis concluding that construction and operational regional emission impacts would be reduced but still remain significant and unavoidable impacts.<sup>2</sup> For construction, significant NO<sub>x</sub> impacts would be generated mainly from construction equipment, and during operations, significant VOC, NO<sub>x</sub> and CO impacts were estimated mainly from mobile sources primarily from the residential uses.<sup>3</sup> Although the Lead Agency has determined that short- and long-term emission impacts remain significant and unavoidable, Air Quality mitigation measures are proposed to be removed in the DSEIR. Instead of eliminating mitigation measures, the SCAQMD staff recommends the following changes, as applicable, to the revisions made to the mitigation measures listed in the DSEIR starting on page 3-17,<sup>4</sup> to reduce emissions from primarily residential sources. This recommendation is consistent with CEQA Guidelines §15126.4 that all feasible mitigation be incorporated into the project description and related air quality analyses in order to reduce significant project impacts. Further details are included in the attachment.

<sup>1</sup> The Final EIR was certified by the City of Corona in 2012, Project Description, Page 2-1, and Section 2.1.

<sup>2</sup> DSEIR, Section 3.5 Air Quality, Page 3-14 and 3-15

<sup>3</sup> *Ibid*, Tables 3.A, 3-B and 3.C.

<sup>4</sup> DSEIR, Pages 3-17 and 3-18. MMs 4.3.6.1D-F; Page 3-19 MM 4.3.6.4C-H.

Ms. Terri Manuel, AICP  
Planning Manager

2 Letter R-1

February 19, 2016

Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the Lead Agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the FSR. Further, staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist, at (909) 396-3302, if you have any questions regarding the enclosed comments.

2

Sincerely,

*Jillian Wong*

Jillian Wong, Ph.D.  
Program Supervisor  
Planning, Rule Development & Area Sources

Attachment

JW:GM

RVC160108-02  
Control Number

**Construction and Operational Mitigation Measures**

**Construction**

Because construction and operational emission estimates remain above the recommended SCAQMD thresholds of significance during construction and operations, the SCAQMD staff recommends revising the mitigation measures described in the Air Quality Section starting on page 3-17 with the following changes in order to minimize the project’s estimated significant air quality impacts.

3

Recommended Changes:

**Mitigation Measure 4.3.6.1D:** Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor uses 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) to the extent feasible. If the project applicant and his contractor determine that 2010 model year or newer diesel trucks cannot be obtained, the project applicant shall notify the City that trucks with EPA 2007 model year NOx emissions shall be utilized.

4

**Mitigation Measure 4.3.6.1E:** Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor use on-site construction equipment that meet EPA Tier 3 or higher emissions standards according to the following schedule:

- ~~• Prior to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horse power (hp) shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~
- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- A copy of each unit’s certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

5

**Mitigation Measure 4.3.6.1F:** The City shall encourage construction contractors to apply for SCAQMD “SOON” funds by advising project applicants and their contractors of this programs availability. Information on this program can be found at the following website: <http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines&parent=vehicle-engine-upgrades> .

6

**Operations**

**Mitigation Measure 4.3.6.4C:** The developer shall install electric car charging station for residential and non-residential land uses.

7

**Mitigation Measure 4.3.6.4D:** The developer shall designated areas for parking of zero emissions vehicles (ZEVs) for car sharing programs in the non-residential land uses.

8

**Mitigation Measure 4.3.6.4E:** The developer shall provide electric car charging infrastructure for multi-family residential, and commercial ~~and light industrial~~ land uses.

9

**Mitigation Measure 4.3.6.4H:** The developer(s) within the multifamily and single family developments shall provide outside electric outlets and natural gas stub outs.

10

## Response to Letter R-1

### South Coast Air Quality Management District

**Response to Comment R-1.1:** The City appreciates the South Coast Air Quality Management District staff recommendations as they apply to air quality impacts and mitigation measures detailed in the proposed project. The composition of the land use designation included in the original Arantine Hills Specific Plan would change as a result of the proposed project, including an increase in the proposed residential designated land by 55 acres, a 20-acre decrease in the General Commercial acreage, a 21.1-acre decrease in the Mixed Use I development, removal of 18.6 acres of Mixed Use Development II, a 20.7-acre increase in Open Space, and a 6.5-acre reduction in Parklands. However, the number of residential units (1,806) would stay the same.

As illustrated in Table 3.A of the Draft Supplement to the Final Environmental Impact Report (Draft SEIR),<sup>9</sup> construction of the proposed project would overall, in pounds per day, have fewer emissions than the original project analyzed in the 2012 Certified EIR.<sup>10</sup> Additionally, as illustrated in Tables 3.B and 3.C of the Draft SEIR, operation of the proposed project is anticipated to generate fewer emissions of VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, and PM<sub>10</sub> compared to the original project analyzed in the 2012 Certified EIR.<sup>11</sup> However, emissions of NO<sub>x</sub>, VOC, and CO remain significant. Therefore, emissions are reduced under the proposed project, but the impact remains significant.

The proposed changes in land use designations would result in reduced impacts to local sensitive receptors as a result of grading, construction activity, and long-term air quality impacts related to vehicular traffic when compared to impacts previously analyzed in the 2012 Certified EIR.<sup>12</sup> The reduction in acreage devoted to commercial and elimination of acreage devoted to mixed uses equates to a *reduction* of almost 11,000 average daily vehicle trips (10,896). As illustrated in Table 3.D of the Draft SEIR,<sup>13</sup> the proposed project would, similar to the original project, have less than significant emissions related to NO<sub>2</sub> and CO. Additionally, the proposed project would have significantly fewer modeled emissions related to PM<sub>10</sub> and PM<sub>2.5</sub>, when compared to the original project, and would result in less than significant localized impacts at the nearest receptor location; therefore, select mitigation measures regarding construction and operation emissions as they affect local sensitive receptors were removed from the Draft SEIR.

**Response to Comment R-1.2:** Pursuant to Public Resources Code Section 21092.5, the City is providing written responses to all comments submitted by the South Coast Air Quality Management District for the project.

**Response to Comment R-1.3:** Select mitigation measures originally presented in the Certified EIR were removed in the Draft SEIR due to a reduction in the severity of impacts to air quality. This reduction in impact severity is a result of fewer daily vehicle trips from a proposed reduction in acreage for commercial uses. In response to the South Coast Air Quality Management District's (SCAQMD) concern that construction and operational emission estimates remain above the

<sup>9</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.5 Air Quality. Page 3-14. City of Corona. January 2016.*

<sup>10</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093. City of Corona, July 2012.*

<sup>11</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.5 Air Quality. Pages 3-14 and 3-15. City of Corona. January 2016.*

<sup>12</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093. City of Corona, July 2012.*

<sup>13</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.5 Air Quality. Page 3-16. City of Corona. January 2016.*



recommended SCAQMD thresholds of significance, select mitigation measures from the Certified EIR will be reinstated and revised, contingent upon proposed changes in land use designations and resulting impact reductions, in the Final SEIR as applicable. In instances where mitigation measures will not be reinstated, justification for their exclusion is provided.

**Response to Comment R-1.4:** The following mitigation measure will be reinstated in the Final SEIR, as stated below.

**Mitigation Measure 4.3.6.1D:** Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor uses 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) to the extent feasible. If the project applicant and his contractor determine that 2010 model year or newer diesel trucks cannot be obtained, the project applicant shall notify the City that trucks with EPA 2007 model year NOx emissions shall be utilized.

**Response to Comment R-1.5:** The following mitigation measure will be revised, as shown, and reinstated in the Final SEIR, as stated below.

**Mitigation Measure 4.3.6.1E:** Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor use on-site construction equipment that meet EPA Tier 3 or higher emissions standards according to the following schedule:

- ~~Prior to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horse power (hp) shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~
- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

**Response to Comment R-1.6:** The following mitigation measure will be revised and reinstated in the Final SEIR, as stated below.

**Mitigation Measure 4.3.6.1F:** The City shall encourage construction contractors to apply for SCAQMD "SOON" funds by advising project applicants and their contractors of this programs availability. Information on this program can be found at the following website:  
<http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>  
<http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines&parent=vehicle-engine-upgrades>.

**Response to Comment R-1.7:** The following mitigation measure will not be reinstated in the Final SEIR.

**Mitigation Measure 4.3.6.4C:** The developer shall install electric car charging station for residential and non-residential land uses.

The objective of **Mitigation Measure 4.3.6.4C** for multi-family residential and non-residential uses is achieved with implementation of **Mitigation Measure 4.3.6.4E** (reinstated as discussed in Response to Comment R-1.9). Electric car charging stations for single-family residential uses would be installed by individual homeowners on an as-needed basis in accordance with individual, single-family residential demand and will not be required from the developer.

**Response to Comment R-1.8:** The following mitigation measure will not be reinstated in the Final SEIR.

**Mitigation Measure 4.3.6.4D:** The developer shall designate areas for parking of zero emissions vehicles (ZEVs) for car sharing programs in the non-residential land uses.

ZEV parking areas are an inherent component of electric car charging infrastructure, so the objective of **Mitigation Measure 4.3.6.4D** is achieved with implementation of **Mitigation Measure 4.3.6.4E** (reinstated as discussed in Response to Comment R-1.9) by providing electric car charging infrastructure in commercial land uses.

**Response to Comment R-1.9:** The following mitigation measure will be revised, as shown, and reinstated in the Final SEIR, as stated below.

**Mitigation Measure 4.3.6.4E:** The developer shall provide electric car charging infrastructure for multi-family residential, and commercial ~~and light industrial~~ land uses.

**Response to Comment R-1.10:** The following mitigation measure will be reinstated in the Final SEIR, as stated below.

**Mitigation Measure 4.3.6.4H:** The developer(s) within the multifamily and single family developments shall provide outside electric outlets and natural gas stub outs.

**Note:** These comments result in the reinstatement of **Mitigation Measure 4.3.6.1D** and **Mitigation Measure 4.3.6.4H**. Additionally, these comments result in the revision and reinstatement of **Mitigation Measure 4.3.6.1E**, **Mitigation Measure 4.3.6.1F**, and **Mitigation Measure 4.3.6.4E** from the Draft SEIR to the Final SEIR and Mitigation, Monitoring, and Reporting Plan (MMRP).

As previously stated, the proposed project would generate, in pounds per day, fewer emissions than the original project analyzed in the 2012 Certified EIR.<sup>14</sup> The proposed project would not increase the intensity of an impact previously identified as significant. No significant new information has been added to the information contained in the Draft SEIR that would create a significant impact not previously analyzed in the 2012 Certified EIR and Draft SEIR. No previously identified impacts to air quality have been intensified as a result of the proposed project so as to require recirculation of the Draft SEIR (See CEQA Guidelines Section 15088.5.).

<sup>14</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093*. City of Corona, July 2012.

**Letter R-2: County of Riverside Transportation and Land Management Agency**

Juan C. Perez; Director of Transportation and Land Management; dated February 22, 2016.



# COUNTY OF RIVERSIDE TRANSPORTATION AND LAND MANAGEMENT AGENCY



*Juan C. Perez, P.E., T.E.  
Director of Transportation and  
Land Management*

## Transportation Department

*Patricia Romo, P.E.  
Assistant Director of Transportation*

February 22, 2016

# Letter R-2

Terri Manuel, AICP, Planning Manager  
City of Corona, Community Development Department  
400 South Vicentia Avenue  
Corona, CA 92882

**RE: Arantine Hills Specific Plan Amendment 15-002; General Plan Amendment 15-001;  
Tentative Tract Map 36294R; Development Agreement 15-001; Supplemental  
Environmental Impact Report**

Dear Ms. Manuel:

Thank you for the opportunity to comment on the Supplement to the Final Environmental Impact Report (EIR) for the Arantine Hills Specific Plan Amendment (Project). The Riverside County Transportation Department has reviewed the EIR and Specific Plan and provides the following comments.

Temescal Canyon Road is the key north-south regional arterial roadway that extends for nearly 20 miles from Lake Elsinore to the south through the communities of Temescal Valley and El Cerrito to the City of Corona. It serves as the key alternative corridor to I-15 in the event of major freeway congestion or traffic incidents. The project's traffic study estimates that about 55% of the project's traffic will utilize I-15 to the north, likely connecting with the SR-91 freeway. Although the traffic study estimates that a nominal amount of project traffic will utilize Temescal Canyon Road, County staff's opinion is that this estimate appears to be well understated.

In particular, the segment of Temescal Canyon Road between Tom Barnes Street (Corona Crossings) and El Cerrito Road is only a two-lane road. There is a need to widen this segment to four lanes consistent with the City and County's General Plans. The County has initiated a capital improvement project to widen this and other sections of Temescal Canyon Road. We request that the City and project applicant work with the County to determine appropriate project contributions towards the widening of this segment of Temescal Canyon Road in order to accelerate improvement of this critical link. This would be of mutual benefit to the City and County in achieving its General Plan objectives and would serve as freeway alternative for project traffic.

1



# Letter R-2

We have received comments from concerned residents located south of the project regarding the potential routing of project traffic south to Weirick. The area between Weirick and the project consists of mainly unimproved roads that are privately maintained, steep and narrow and not designed to carry additional traffic. We note that the primary and secondary access for the project, and more specifically for Planning Area 14, now proposes to use a circulation network that eliminates the need to connect a roadway to the unincorporated area to the south. We appreciate the work done by the City and the applicant to eliminate a southerly connection and request that this approach continue as the project moves forward through any approvals.

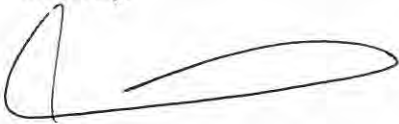
2

The project proposes to eliminate the Bedford Canyon Wash Trail that was previously proposed in the approved Specific Plan. Maintaining this trail would offer an opportunity to provide connectivity with other planned regional trails east of the I-15 freeway. We therefore request that the City consider retaining this trail in the proposed project.

3

Thank you again for the opportunity to review the SPA and associated EIR. We look forward to working with the City as this project progresses.

Sincerely,



Juan C. Perez, Director  
Transportation and Land Management Agency

RUW:KKT

Cc: Patricia Romo, Assistant Director of Transportation  
Steve Weiss, Planning Director  
Russell Williams,

## Response to Letter R-2

### County of Riverside Transportation and Land Management Agency

**Response to Comment R-2.1:** The City notes the County of Riverside Transportation and Land Management Agency thanks the City and has comments to the Draft Supplement to the Final Environmental Impact Report (Draft SEIR) for the proposed project.

**Response to Comment R-2.2:** The Proposed Project is anticipated to generate approximately 10,896 fewer external trips per day, with 427 fewer external a.m. peak hour trips and 1,085 fewer external p.m. peak hour trips in comparison to the Previously Approved Project (i.e., 2012 ). The Previously Approved Project was not conditioned to widen Temescal Canyon Road, and there is no evidence to suggest the project as modified will affect Temescal Canyon Road and require mitigation.

Masters Drive, Bedford Canyon Road and the I-15 Freeway provide more direct connections to and from all destinations north of the Proposed Project. Temescal Canyon Road is an indirect and distant route which is likely to be unaffected by the Proposed Project. For example, project traffic would need to bypass Masters Drive, Bedford Canyon Road and the I-15 Freeway in order to utilize Temescal Canyon Road for travel to and from the north. Residents of the Proposed Project would need to travel at least one mile farther out of their way along congested segments of Cajalco Road and Temescal Canyon Road in order to reach any destination otherwise served by Temescal Canyon Road in the vicinity of El Cerrito Road. The project trip distribution pattern utilized in the traffic study correctly indicates that only a nominal volume of project traffic will use this out-of-the-way route, even during peak periods. Based on the traffic study prepared for the Proposed Project, impacts from the nominal trip additions to Temescal Canyon Road were determined to be less than significant.

The Proposed Project is being conditioned to make substantial traffic improvements, including advancing funds for a regional interchange in excess of the project's fair share volume contribution. Off-site traffic mitigation measures for the Proposed Project include improvements at the following locations throughout a broad study area:

1. Temescal Canyon Road / Cajalco Road
2. I-15 NB Ramps / Cajalco Road (Major New Interchange Infrastructure)
3. I-15 SB Ramps / Cajalco Road (Major New Interchange Infrastructure)
4. Bedford Canyon Road / Eagle Glen Parkway - Cajalco Road
5. Bedford Canyon Road / Georgetown Drive
6. Masters Drive / California Drive
7. Masters Drive / Christopher Lane
8. Via Castilla Street / Masters Drive
9. Morales Way / Masters Drive
10. Masters Drive / Bennett Avenue
11. Masters Drive / Eagle Glen Parkway

These project-related traffic improvements are based upon cumulative needs and anticipated project traffic distribution patterns based on a series of traffic studies, using the City of Corona traffic model and RivTAM. Further, the Project Applicant will participate in the City of Corona Development Impact Fee Program and the Western Riverside Council of Governments Transportation Uniform Mitigation Fee Program, with appropriate credits for overlapping participation in the above off-site improvements.

**Response to Comment R-2.3:** The City notes the County of Riverside Transportation and Land Management Agency received comments from residents living south of the project site along private county roads concerned that the project would route traffic south to Weirick Road. The City also notes the County of Riverside Transportation and Land Management Agency appreciates that the project will not route traffic south to Weirick Road under the proposed project. As stated by the County of Riverside Transportation and Land Management Agency, the area between Weirick Road and the project site consists of unimproved private roads unsuitable to support traffic from the proposed project. Just as the original Arantine Hills Specific Plan provided for, the proposed project features two points of access to the project site from the north along Eagle Glen Parkway. The access and circulation for the proposed project have been evaluated by the City's Traffic Engineer and Police and Fire Department personnel, and meet the requirements for proper circulation and emergency access.

**Response to Comment R-2.4:** The proposed project provides for a total of 10.32 acres of open space/parks, 1.92 acres of which will be public park space in the form of trails along the Bedford Wash that could ultimately become part of a regional bike trail system once the other sections are approved and developed. The 1.92 acres of proposed trails along Bedford Wash will be accessible to the public, not just residents of the Arantine Hills development.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter R-3: Orange County Public Works**

Laree Alonso; Manager, Planning Division; OC Public Works Service Area/OC Development Services; dated February 22, 2016.



NCL 16-007

February 22, 2016

Letter R-3

Ms. Terri Manuel, AICP, Planning Manager  
City of Corona/Community Development Dept.  
400 South Vicentia Avenue  
Corona, California 92882

**SUBJECT:** Notice of Availability of Draft Supplemental Environmental Impact Report for the Arantine Hills Specific Plan Amendment (SPA15-002); General Plan Amendment (GPA15-001); Tentative Tract Map 36294R; Development Agreement 15-001; Supplemental Environmental Impact Report (SEIR):

Dear Ms. Manuel:

The County of Orange has reviewed the Notice of Availability of Draft Supplemental Environmental Impact Report for the Arantine Hills Specific Plan Amendment (SPA15-002); General Plan Amendment (GPA15-001); Tentative Tract Map 36294R; Development Agreement 15-001; Supplemental Environmental Impact Report (SEIR) located in City of Corona and has no comments at this time. We would like to be advised of any further developments on the project. Please continue to keep us on the distribution list for future notifications related to this project.

1

Sincerely,

  
Laree Alonso, Manager, Planning Division  
OC Public Works Service Area/OC Development Services  
300 North Flower Street  
Santa Ana, California 92702-4048  
[Laree.alonso@ocpw.ocgov.com](mailto:Laree.alonso@ocpw.ocgov.com)

LA/yj

## **Response to Letter R-3**

### **Orange County Public Works**

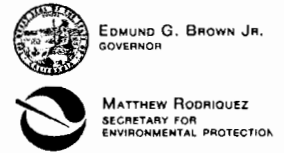
**Response to Comment R-3.1:** The City acknowledges the County of Orange has reviewed the Notice of Availability of Draft Supplemental Environmental Impact Report for the Arantine Hills Specific Plan Amendment (SPA15-002); General Plan Amendment (GPA15-001); Tentative Tract Map 36294R; Development Agreement 15-001; and Supplemental Environmental Impact Report (SEIR) located in the City of Corona and has no comments at this time. The City will keep the County of Orange on the project distribution list and continue to advise the County of any further developments on the project.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter R-4: Santa Ana Regional Water Quality Control Board**

Glenn Robertson; Engineering Geologist; Regional Planning Programs Section; dated February 22, 2016.



**Santa Ana Regional Water Quality Control Board**

**Letter R-4**

February 22, 2016

Ms. Terri Manuel, Planning Manager  
Community Development Department  
City of Corona  
400 South Vicentia Avenue  
Corona, CA 92882

**DRAFT SUPPLEMENT TO FINAL ENVIRONMENTAL IMPACT REPORT, ARANTINE HILLS SPECIFIC PLAN AMENDMENT - TENTATIVE TRACT MAP NO. 36294R, BEDFORD CANYON WASH FLOODPLAIN SOUTHWEST OF INTERSTATE 15 AND EAGLE GLEN PARKWAY, CITY OF CORONA, SCH# 2006091093**

Dear Ms. Manuel:

Staff of the Regional Water Quality Control Board, Santa Ana Region (Regional Board) has reviewed the Draft Supplement to the Final Environmental Impact Report (EIR) certified by the City of Corona in 2012 for the Arantine Hills Specific Plan (Project). The Draft Supplement is referred to by the City as a Supplemental EIR (SEIR). The Project applicant, The New Home Company, proposes to amend the previously approved Specific Plan to change densities and land-use footprints through a Specific Plan Amendment, City General Plan Amendment, and revised Development Agreement/Tentative Tract Map (TTM No. 36294R). The proposed Project would remain a 276-acre primarily residential development with the same boundaries as the previous CEQA documents.

1

The proposed Project is located in Temescal Canyon, southwest of Interstate 15 (I-15) and Eagle Glen Parkway in southern Corona, at the site of a recently removed orange grove. Bedford Canyon Wash (BCW) flows directly from the Santa Ana Mountains towards the northeast and along the southern portion of the Project site at the foot of a bluff. The bluff forms the southeastern bank of BCW. Most of the Project development is proposed to be located northwest of BCW on the easterly sloping floodplain. However, one triangular portion of the Project, Planning Area 14 (PA14), is located southeast of BCW adjacent to I-15 and on the top of the bluff. PA14 and the bluff would be connected to the rest of the development by a future bridge over BCW.

2

The SEIR proposes to delete the "mixed-use" land use and most of the "industrial/commercial" land use as proposed in the FEIR, and instead distribute a greater acreage (184.2 total acres) to low-, medium-, and high-density residences (retaining the 1,806 total units adopted previously)(Table 2.C). Open-space land use would increase to 56.8 acres, including natural open space and a subset of BCW (25.17 acres of native habitat, SEIR p.3-23). The SEIR proposes three construction options to carry stormflow from the Santa Ana Mountains to an upstream debris basin in the BCW, then through or around the channel (p.3-

3

26). Each option, with its temporary and permanent impacts to the channel (Table 4.E, p.4-31), is paraphrased here:

Option 1: Concrete Lined Bypass Channel. Flows of 150 cubic feet per second (cfs) or less would be maintained in the BCW channel, but flows greater than 150 cfs would be diverted to an approximately 46-foot wide concrete-lined bypass channel located adjacent to BCW. Farther downstream, the high-velocity flows in the bypass channel would be slowed by discharging into a "plunge pool." The bypass channel would reconnect with BCW near the downstream property line. Permanent impacts to 0.33 acre of waters of the U.S. and 0.62 acre waters of the state would result if this option is constructed; 1.23 acres waters of the U.S. and 1.65 acres waters of the state would be temporarily impacted.

Option 2: Soft-Bottomed Bypass Channel. Like Option 1, a bypass channel is proposed to receive high flows, but would remain soft-bottomed. This channel would be 82 feet wide and excavated lower than the adjacent development. The channel bed would have buried grade control structures and buried riprap on the channel sides. Some Riversidean Alluvial Fan Sage Scrub (RAFSS) would be planted. Permanent impacts to 0.12 acre of waters of the U.S. and 0.39 acre of waters of the state would result; 0.25 acre of waters of the U.S. and 0.91 acre of waters of the State would be temporarily impacted.

Option 3: Re-establish Bedford Canyon Wash. All flows would remain in BCW. The BCW channel would be excavated lower than the adjacent development and broadened to 140 or 200 feet wide, as described in separate sections in the SEIR. The channel would have buried grade control structures and buried riprap on the channel sides. Some RAFSS would be planted. Permanent impacts to 0.12 acre of waters of the U.S. and 0.40 acre of waters of the state would result; 8.09 acres of waters of the U.S. and 9.24 acres of waters of the State would be temporarily impacted.

We recommend that the Project incorporate the following comments into the Final EIR, in order for the Project to best protect water quality standards (water quality objectives and beneficial uses) contained in the Water Quality Control Plan for the Santa Ana River Basin (Region 8 Basin Plan, 1995, as amended):

**1. Choice of Option for Bedford Canyon Wash**

Regional Board staff recommends the implementation of Option 3, above, including the Project's planned restoration of the BCW channel with native vegetation. Option 3 would optimize maintenance of BCW<sup>1</sup> beneficial uses. While under Option 3 the proposed upstream debris basin manipulates the BCW stream profile, it would largely maintain natural sediment transport through the Project site by means of flooding episodes. The debris basin would detain oversized clasts, defined on p.3-43 as "greater than eight inches in one dimension." These boulders could be stockpiled and used with those excavated from the site for strategic placement in areas of BCW channel that need erosion protection, eg., the base of the bluff. As the rocks resettle within the channel bed, these non-grouted boulders and other native

<sup>1</sup> The Basin Plan designates beneficial uses for Bedford Canyon Wash. They include groundwater recharge (GWR), contact recreation (REC1), non-contact recreation (REC2), warm freshwater habitat (WARM), and wildlife habitat (WILD).



rock could provide natural energy dissipation for high-velocity stormflows. Conversely, erosion has occurred around grouted rock, grade control structures, or hardened revetments in such dynamic hydrologic settings, causing the structure to fail.

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Board staff recommends the SEIR's suggested maintenance and operations program (p.3-30,31) that emphasizes natural erosion control techniques that assist in protecting water quality, such as 1) interspersed rock and vegetational planting at sites threatened with scour and erosion, including the base of the bluff; and 2) allowing the stream profile to find its own equilibrium through natural creation of sloped and level intervals. These techniques also support the restoration of side channel habitat that can prevent additional erosion. Buried riprap, grade control structures, and artificial deepening of the BCW may not be necessary if the current channel bed were widened to accommodate non-grouted rock and vegetation. Also, natural channel bed underflow could support the planting of RAFSS and native riparian species (ex: scattered willow individuals, using willow stakes).

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The SEIR notes that the bypass channel concept is unnecessary for Option 3, yet it is incongruously mentioned within Option 3 discussions (p. 3-65, 3-107, and 4-31). We recommend the bypass channel concept be removed under Option 3.

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**2. Comments on BCW Options 1 and 2, and Jurisdictional Delineation**

Option 1's addition of a 46-foot-wide concrete bypass channel adjacent to the natural channel would remove the stormflows that establish natural hydrology and morphology, transport sediment, and maintain underflow supporting vegetation. Downstream reunification of these channels in a plunge pool may cause channel scour and cumulative hydromodification impacts, resulting in excess of flow velocities where the channel narrows at the I-15 crossing offsite. Further, the desired protection of the bluff base should be achieved by focusing energy dissipation remedies at the bluff, not by routing flows to avoid the bluff. Previous staff comments<sup>2</sup> urged avoidance of major construction on the bluff.

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Option 2 would include buried riprap and grade control structures. These features may not remain buried but would eventually become exposed as a result of scouring. Also, such hardened sections of channels often cause "head-cutting" and "sediment starvation" throughout the stream system. Therefore, we recommend the Option 3 "re-established" channel and have no objection to the construction of an upstream debris basin.

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Board staff recognizes that choosing one of the three above options will revise the Jurisdictional Delineation (p. 3-23) of federal and State waters previously adopted in the certified FEIR (0.33 acre of permanent impacts and 1.82 acres temporary impacts to non-wetland waters of the U.S.). No wetlands were delineated on the Project site. A swale on the bluff was identified in September 2015 as a water of the State (Tributary D), which increases the total CDFW jurisdictional acreage permanent impact to 0.34 acre. We understand all temporary impacts would be restored with native vegetation (p. 3-30).

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The SEIR (Section 4 Analysis) does not provide adequate diagrams or other visualizations of the above three options for BCW post-construction. We found no diagram or map that

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<sup>2</sup> Board staff's August 1, 2012 letter commenting on the Draft EIR, p.2



indicates the final channel widths in relation to buffers, dikes, and the adjacent development, nor the proposed locations of the two detention basins, restored channel segments, grade controls crossing the channel, or riprap along the channel sides. Further, "Appendix C-1 Floodplain Analysis, Bedford Wash at Arantine Hills Figure 2- Aerial Photograph," exhibits a Project boundary line extending only partway across Bedford Canyon Wash in the higher elevations of the Project. It appears the Project proponent does not control areas upstream of the Project boundary where an effective detention basin would be constructed. Please verify that the Project would have access to all of the area within BCW and upstream of the Project in order to sufficiently implement any of the three options discussed.

10

**3. Mitigation for Loss of Prime Farmland Under CEQA**

The Project, as currently sited, would vacate the existing Agricultural Preserve designation, a significant environmental impact that should be mitigated under the California Environmental Quality Act (CEQA). Designated Prime Farmland (the grove) was removed previously, in anticipation of this development. Section 3.4.1 states that because there is no available mitigation bank mechanism, there is "no feasible mitigation to reduce the Arantine Hills Specific Plan's impacts associated with the conversion of agricultural use to nonagricultural uses to a less-than-significant-level." Board staff commented in our March 8, 2010 and August 1, 2012 letters (for the previous draft EIR) that the loss of beneficial uses (Agricultural Supply, Wildlife Habitat) should be mitigated. Board staff recommends the Project create an additional mitigation for this loss of Prime Farmland located in a pervious area of the Bedford Canyon Wash watershed. One option of mitigation would be to place the Altfillisch property (City of Eastvale at the Santa Ana River) under conservation easement, as the SEIR considered (The Altfillisch property was suggested as compensation for impacts to the BCW).

11

**4. Clarification of Mitigation Relationship to MSHCP**

The SEIR should further clarify the Project's relationship to the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) and to consequent riparian mitigation. Board staff understands that the Arantine Hills Specific Plan area is located within the Temescal Canyon Area Plan of the MSHCP, although not within an MSHCP Criteria Cell (SEIR p.3-28, 72). Still, p.3-24 indicates that the MSHCP Implementing Agreement with the U.S. Army Corps of Engineers (USACE) and California Department of Fish and Wildlife (CDFW) must be followed and that mitigation fees will be required of the Project proponent, who may utilize the City of Corona Local Development Mitigation Fee program.

12

This procedure appears to vary with Mitigation Measure 4.4.5.3C (p.3-30), which states that the proponent shall mitigate for the permanent loss of USACE and CDFW jurisdictional waters--and MSHCP designated riparian/riverine resources (BCW)--at a 2:1 mitigation ratio. The mitigation, states the SEIR, may be conducted onsite or through applicant-sponsored mitigation conducted offsite of the Arantine Hills Project, yet within the MSHCP boundaries. The in-lieu fee program noted above is offered by the SEIR as another option, as is the Altfillisch property conservation easement.

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Board staff believes that a 2 to 1 ratio is appropriate for onsite mitigation, and that the Option 3 permanent/temporary impacts should be mitigated accordingly through an onsite restoration plan for the BCW channel that would enhance and protect beneficial uses. However, if an

offsite remedy is selected, Board staff recommends a mitigation ratio of 3 to1, not 2 to 1. Conservation easements, or similar instruments, should be established for all sites.

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SEIR p.4-36 considers the issuance of building permits for model homes prior to any BCW channel improvements; Board staff disagrees and believe that as a safety precaution, compensatory mitigation changes should proceed first. Any improvements made to the BCW channel should be confirmed by a hydraulic study as sufficient to convey a high flow volume.

If you have any questions, please me at (951) 782-3259 or [Glenn.Robertson@Waterboards.ca.gov](mailto:Glenn.Robertson@Waterboards.ca.gov), or Wanda M. Cross, Chief of our Regional Planning Programs Section, at (951) 782-4468 or [Wanda.Cross@Waterboards.ca.gov](mailto:Wanda.Cross@Waterboards.ca.gov)

Sincerely,



Glenn Robertson  
Engineering Geologist  
Regional Planning Programs Section

- Cc: State Clearinghouse
- U.S. Army Corps of Engineers, Los Angeles – James Mace
- U.S. Fish and Wildlife Service, Palm Springs – Karin Cleary-Rose
- California Dept. of Fish and Game, Ontario- Kim Freeburn-Marquez
- Riverside-Corona Resource Conservation District, Riverside – Arlee Montalvo

## Response to Letter R-4

### Santa Ana Regional Water Quality Control Board

**Response to Comment R-4.1:** The City acknowledges staff of the Santa Ana Regional Water Quality Control Board reviewed the Draft Supplement to the Final Environmental Impact Report (Draft SEIR) and accurately restated the proposal under review. However, the letter incorrectly states that the project includes a revision to an earlier Development Agreement (DA). The project includes a new DA.

**Response to Comment R-4.2:** The City acknowledges the comment. The comment accurately describes the location of the project site and the proposed development. The proposed application does include a future bridge to cross Bedford Canyon Wash. The Draft SEIR analyzed potential biological impacts from bridge piers in Section 4.3.3.<sup>15</sup>

**Response to Comment R-4.3:** The City acknowledges the comment. The comment accurately describes the three options for conveying storm flows analyzed in the Draft SEIR.

**Response to Comment R-4.4:** The City notes the comment expresses a recommendation of Option 3 to optimize the beneficial uses within Bedford Wash. This opinion is noted and will be conveyed to the decision makers. The upstream debris basin would capture large boulders and vegetation conveyed through the wash as described in the comment. However, the reuse of those materials on site may or may not be feasible or appropriate. The purpose of capturing the large clasts is to prevent damage to on-site and downstream structures. If the clasts captured in the basin could pose a danger during future storm events, it is unlikely they would be replaced within the wash. However, that determination would be made by the on-site managers of the wash.

**Response to Comment R-4.5:** The comment refers to Mitigation Measure 4.4.5.3.E of the Draft SEIR.<sup>16</sup> That mitigation measure requires preparation of a long-term management plan if Options 2 or 3 are selected. The comment focuses on Option 3 and includes recommendations for interspersed rock and vegetation to minimize erosion and allowing the stream to find its own equilibrium. The comment also suggests that buried rip rap or grade control structures might not be necessary. Based on the hydraulic data included in the Draft SEIR,<sup>17</sup> buried bank protection, either ungrouted rip rap or soil cement is necessary on both sides of the channel. The design of Option 3 includes at least 18 inches of soil cover over the buried bank protection to allow for establishment of vegetation. Option 3 also includes buried grade control structures, also constructed of either ungrouted rip rap or soil cement. Option 3 has been designed to allow Bedford Wash to reach its own equilibrium and establish a braided system in the low flow condition. It is anticipated that coverage over the grade control structures will vary depending on the size of storm events and the dynamic nature of sediment transport. Furthermore, Option 3 includes planting of Bedford Wash with an alluvial fan sage scrub seed mix.

**Response to Comment R-4.6:** The description of Option 3 includes several bullet points used to describe the components of Option 3. One of the bullet points states, "Buried riprap on both sides of

<sup>15</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 4.3 Riparian Habitat, Drainage Patterns, and Drainage Facilities.* Page 4-32. City of Corona. January 2016.

<sup>16</sup> *Ibid. Section 3.6 Biological Resources.* Pages 3-30 and 3-31. *Section 4.3 Riparian Habitat, Drainage Patterns, and Drainage Facilities.* Page 4-35.

<sup>17</sup> *Ibid. Section 4.3 Riparian Habitat, Drainage Patterns, and Drainage Facilities.* Pages 4-33 and 4-34.

bypass channel and buried grade control structures.”<sup>18</sup> The comment appears to refer to the use of the term “bypass channel” in the description of Option 3. This terminology is in error and will be replaced with the term “restored Wash” in the Final SEIR. Option 3 does not include a bypass channel, and any reference to bypass channel will be removed from the description of Option 3.

**Response to Comment R-4.7:** Under Option 1, the bypass channel would outlet into a plunge pool prior to flowing into Bedford Wash. The design of the plunge pool includes rip rap to dissipate the energy of flows and a side-weir outlet to further reduce velocities prior to flows entering Bedford Wash. Based on the analysis included in Section 3.11 *Hydrology and Water Quality* and Section 4.3 *Riparian Habitat, Drainage Patterns, and Drainage Facilities*, velocities would be reduced to a less than erosive level.<sup>19</sup> However, in order to ensure bluff protection, Option 1 includes bank protection on the side of Bedford Wash opposite the plunge pool at the base of the bluff, with either buried riprap or soil cement.

**Response to Comment R-4.8:** The comment expresses concern with buried riprap and grade control structures in Option 2. It should be noted that both Options 2 and 3 have buried bank protection and buried grade control structures. The difference between the two options is the width of the wash. Under Option 3, the entire Bedford Canyon Wash would be re-established to a much wider section. Under Option 2, Bedford Wash would remain and a soft bottom bypass channel would be constructed next to Bedford Wash. In both Options, sediment transport would create a dynamic condition whereby the buried grade control structures would likely become exposed and reburied depending on the size of storm events. The comment’s recommendation of Option 3 is noted and will be forwarded to the decision-makers.

**Response to Comment R-4.9:** The comment correctly summarizes the revisions to the Jurisdictional Delineation. The Draft SEIR provides an analysis of permanent and temporary impacts to jurisdictional waters for all three options in Table 4.E on Page 4-31 of the Draft SEIR.<sup>20</sup>

**Response to Comment R-4.10:** Graphics showing all three options are included at the end of this response to Letter R-4. The upstream detention basin is located outside of the project boundaries. However, the Applicant is in the process of obtaining an easement from the adjoining property owner to construct and maintain the detention basin. An area within Bedford Canyon Wash near the upstream portion of the project site is also not under control of the Applicant. This ownership affects only Option 3 and the restoration of Bedford Wash. In this area, the restoration of Bedford Wash avoids the parcel not under control of the Applicant, as shown on the graphics provided below. The Applicant is in the process of trying to obtain rights to that parcel and, if successful, would expand the restoration of Bedford Wash to include this area.

**Response to Comment R-4.11:** The changes to the project, including the revised Tentative Tract Map and Specific Plan Amendment do not change the previous conclusions in the original EIR regarding impacts to farmland. Therefore, as stated in Section 3.4, the conclusions in the original EIR remain, and the project revisions do not alter those conclusions.<sup>21</sup> No further analysis is necessary, and no additional or revised mitigation is required.

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<sup>18</sup> *Ibid.* Section 3.6 *Biological Resources*. Pages 3-26, 3-65, 3-107. Section 4.3 *Riparian Habitat, Drainage Patterns, and Drainage Facilities*. Page 4-34.

<sup>19</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.11 Hydrology and Water Quality*. Pages 3-58 to 3-70. Section 4.3 *Riparian Habitat, Drainage Patterns, and Drainage Facilities*. Pages 4-27 to 4-36. City of Corona. January 2016.

<sup>20</sup> *Ibid.* Section 4.3 *Riparian Habitat, Drainage Patterns, and Drainage Facilities*. Page 4-31.

<sup>21</sup> *Ibid.* Section 3.4 *Agriculture and Forest Resources*. Pages 3-6 to 3-11.

**Response to Comment R-4.12:** The comment correctly describes the project site's location within the Multiple Species Habitat Conservation Plan (MSHCP) boundaries and the need to comply with the MSHCP. As described on Page 4-31, the Applicant has begun the consultation process on MSHCP consistency.<sup>22</sup> The revisions to proposed project, including the revised Tentative Tract Map and Specific Plan Amendment, do not change how the project is classified within the MSHCP or the process by which to establish MSHCP consistency. Therefore, no further analysis in the SEIR regarding the MSHCP is necessary. The comment is correct that the project is required to pay into the MSHCP fee program administered by the City of Corona.

**Response to Comment R-4.13:** The comment suggests a higher mitigation ratio for off-site mitigation than is proposed in Mitigation Measure 4.4.5.3C.<sup>23</sup> Off-site mitigation would apply to Options 1 and 2. Option 3, restoration of Bedford Wash, is considered self-mitigating on site. Currently Bedford Wash is sparsely vegetated, with a mix between native and invasive species. The off-site mitigation suggested in the Measure consists of high quality riparian willow and emergent vegetation that provides superior habitat value than exists on the project site due to the quality and density of native riparian plant material and the limited amount of invasive species. Given the difference in habitat value between the existing on-site resources and the off-site mitigation, a 2:1 ratio is appropriate under CEQA for mitigating impacts to a less than significant level. It should be noted that off-site mitigation is only proposed for Options 1 and 2 and under Option 3 no off-site mitigation would occur because the restoration of Bedford Wash would create on-site alluvial fan sage scrub habitat, which is considered self-mitigating.

**Response to Comment R-4.14:** The comment expresses concern about the potential for the Applicant to obtain permits for model homes prior to completion of improvements to Bedford Canyon Wash. As stated in Mitigation Measure 4.9.6.4A on Page 4-35 of the Draft SEIR, issuance of building permits is conditioned upon installation of adequate drainage facilities or improvements to protect against the 100-year flood.<sup>24</sup> Therefore, no homes granted occupation would be located within a 100-year floodplain. The issuance of permits for model homes is at the discretion of the City and would only be granted temporary occupancy, thereby reducing the safety risk to less than significant.

**Note:** These comments result in the need to revise terminology in the description of Option 3. Any reference to "bypass channel" will be replaced with "restored wash" in the description of Option 3.

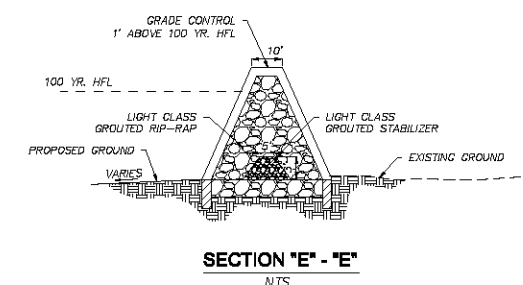
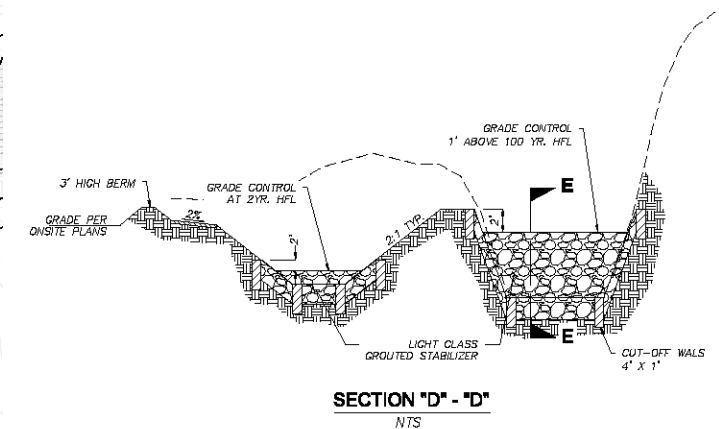
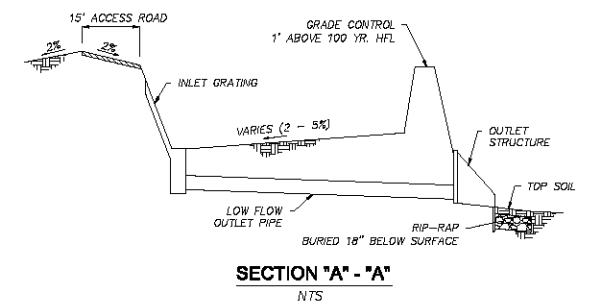
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<sup>22</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 4.3 Riparian Habitat, Drainage Patterns, and Drainage Facilities.* Page 4-31. City of Corona. January 2016.

<sup>23</sup> *Ibid. Section 3.6 Biological Resources.* Page 3-30. *Section 4.3 Riparian Habitat, Drainage Patterns, and Drainage Facilities.* Page 4-35.

<sup>24</sup> *Ibid. Section Section 4.3 Riparian Habitat, Drainage Patterns, and Drainage Facilities.* Page 4-35.

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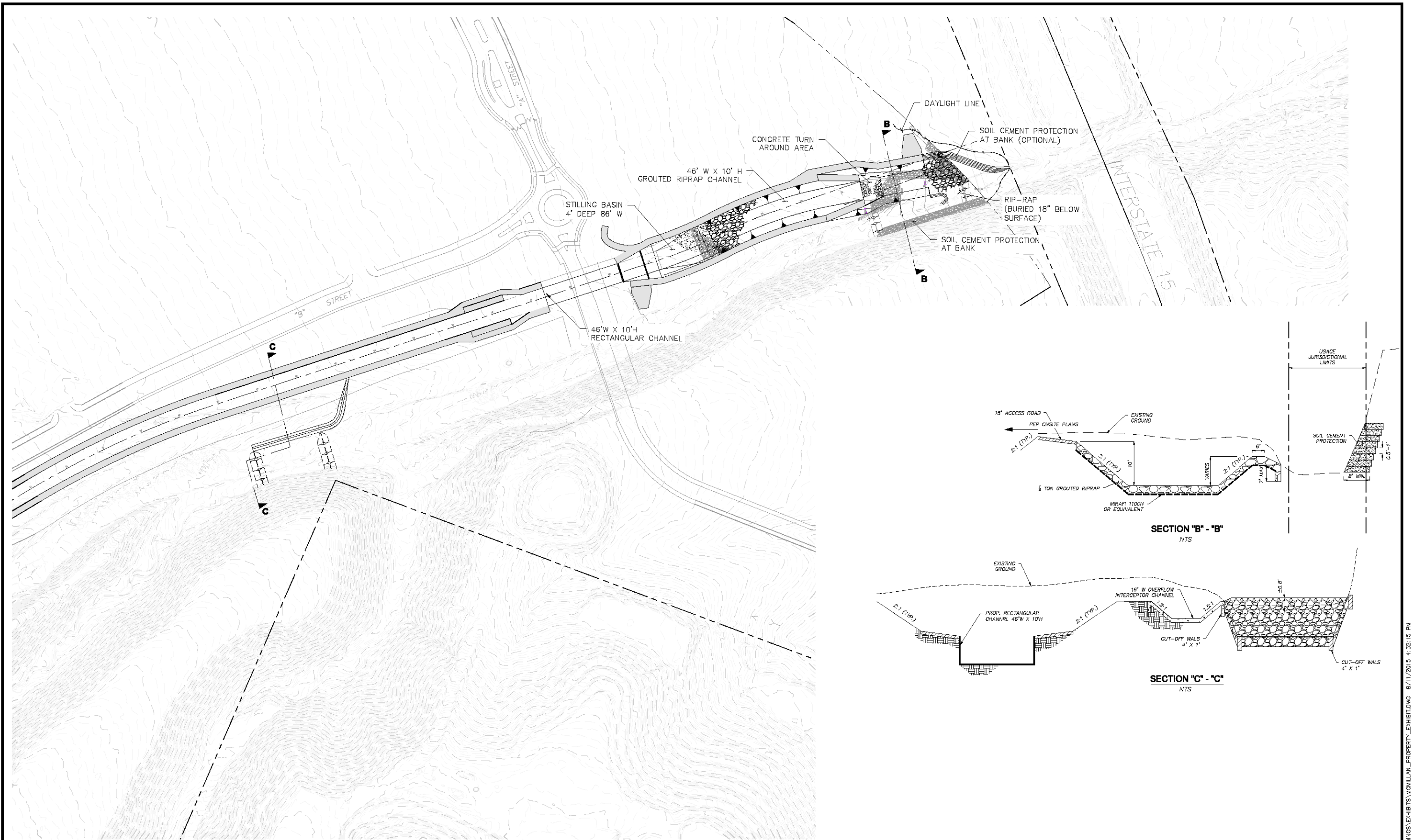
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<b>ALBERT A. WEBB ASSOCIATES</b>					
ENGINEERING CONSULTANTS 3788 McCRAVY STREET RIVERSIDE, CA, 92506 PH. (951) 686-1070 FAX (951) 788-1266					
W.O. 15-0151	<b>1</b>				SHEET
					OF 2 SHEETS

**Figure 3a- Option 1 Conceptual Design**

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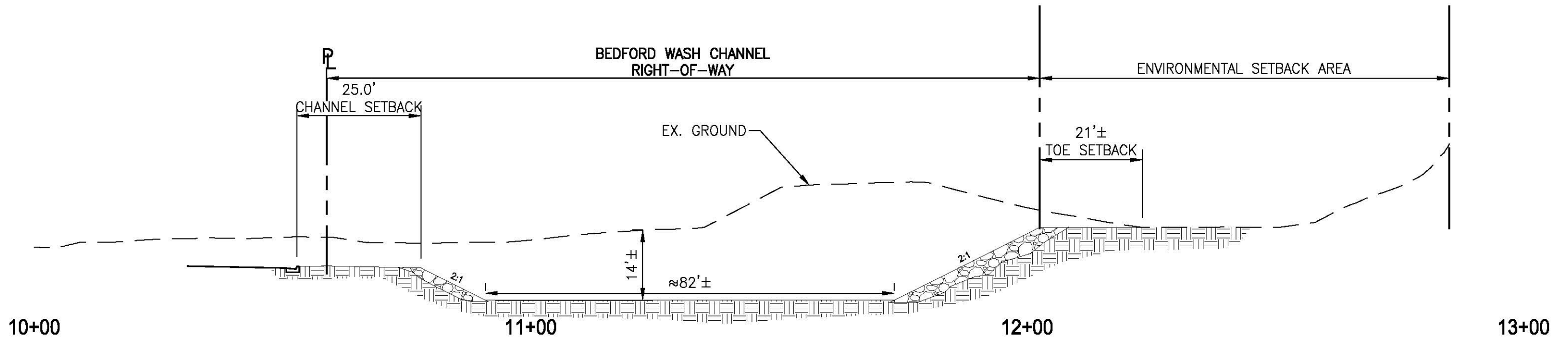
**OUTLET DESIGN**

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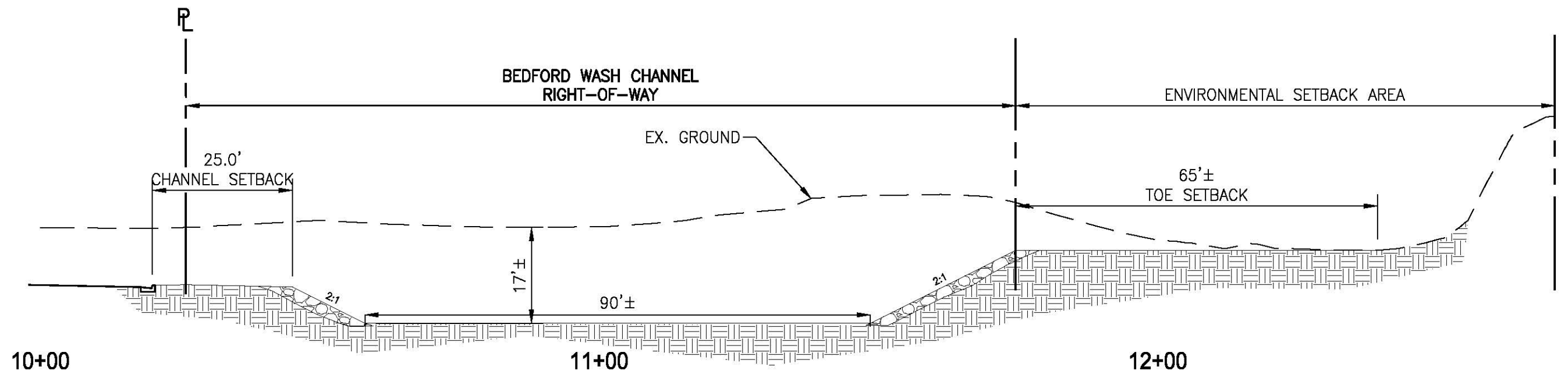
Figure 3b- Option 1 Conceptual Design

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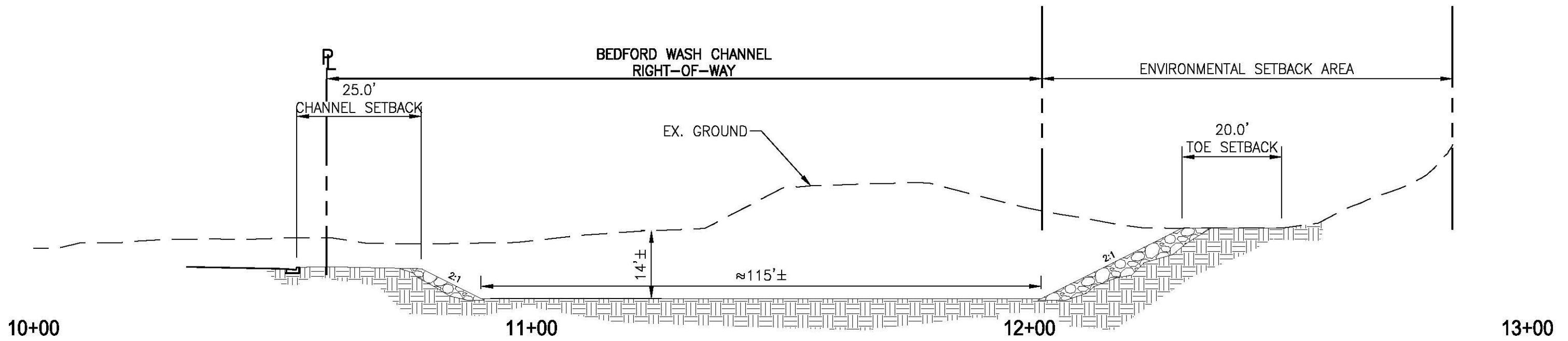




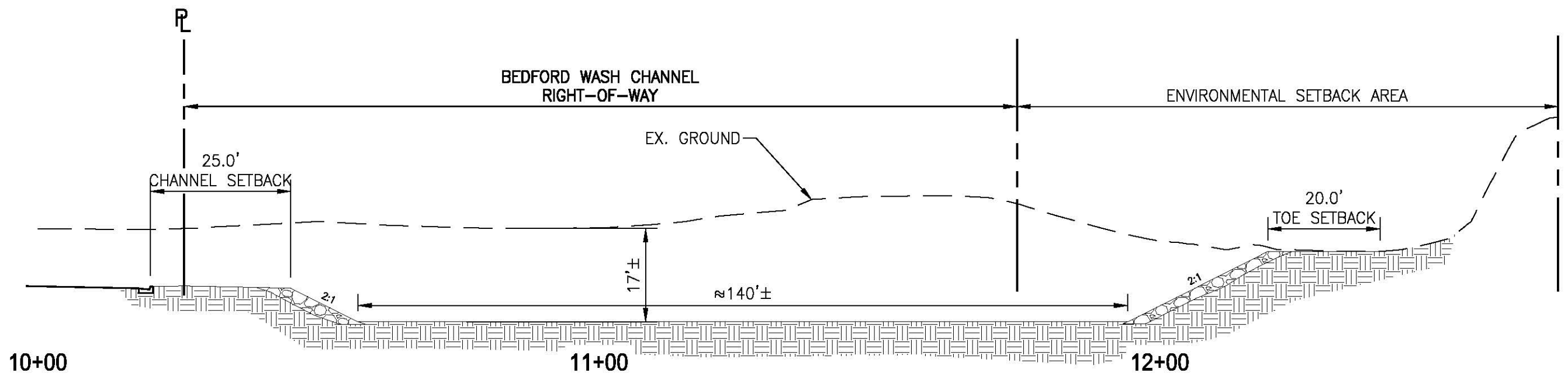
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 OPTION 2  
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SECTION B-B  
 OPTION 2  
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**SECTION A-A**  
**OPTION 3**  
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**SECTION B-B**  
**OPTION 3**  
 NTS

**Letter T-1: Pechanga Band of Luiseño Indians**

Anna Hoover; Cultural Analyst; dated February 13, 2016.



**PECHANGA CULTURAL RESOURCES**  
*Temecula Band of Luiseño Mission Indians*

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Director:  
Gary DuBois

Coordinator:  
Paul Macarro

Planning Specialist:  
Tuba Ebru Ozdil

Cultural Analyst:  
Anna Hoover

February 13, 2016

**VIA E-MAIL and USPS**

Ms. Terri Manuel  
Planning Manager  
City of Corona  
Community Development Department  
400 South Vicentia Avenue  
Corona, CA 92882-2187

**Re: Pechanga Tribe Comments on the Notice of Availability for a Draft Supplemental Environmental Impact Report, Arantine Hills Specific Plan Amendment (SPA 15-002); General Plan Amendment (GPA 15-001); Tentative Tract Map 36294R; Development Agreement 15-001**

Dear Ms. Manuel:

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government. The Tribe formally requests, pursuant to Public Resources Code §21092.2, to continue to be notified and involved in the entire CEQA environmental review process for the duration of the above referenced project (the "Project"). Please continue to notify the Tribe of public notices and circulation of all documents, including environmental review documents, archaeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. Please also incorporate these comments into the record of approval for this Project.

The Tribe thanks the City of Corona and the Developer for providing mitigation to preserve and protect the sensitive Payómkawichum (Luiseño) cultural resources and traditional landscapes found in this area and to require both archaeological and Pechanga tribal monitoring during earthmoving activities. The State and Federal governments have mandated that cultural resources must be appropriately mitigated for within the confines of development projects. The Tribe appreciates the active role the City takes to maintain the significant history of the Tribe, the City and of California.

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Pechanga Comment Letter to the City of Corona  
Re: Pechanga Tribe Comments on the DSEIR Arantine Hills  
February 13, 2016  
Page 2

## **PECHANGA CULTURAL AFFILIATION TO PROJECT AREA**

The Pechanga Tribe asserts that the Project area is part of Payómkawichum, and therefore the Tribe's, aboriginal territory as evidenced by the existence of Payómkawichum place names, *tóota yixélval* (rock art, pictographs, petroglyphs), traditional landscapes, cultural areas, village complexes and an extensive L artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area and our history on this Project and others within the City of Corona.

The Pechanga Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Of the many anthropologists and historians who have presented boundaries of the Luiseño traditional territory, few have excluded the Corona area from their descriptions (Sparkman 1908; Kroeber 1925; White 1963; Harvey 1974; Smith and Freers 1994), and such territory descriptions correspond almost identically with that communicated to the Pechanga people by our elders. While historic accounts and anthropological and linguistic theories are important in determining traditional Luiseño territory, the most critical sources of information used to define our traditional territories are our songs, creation accounts, and oral traditions.

The Pechanga Tribe has a specific legal and cultural interest in this Project as the Tribe is culturally affiliated with the geographic area that comprises the Project property and is the closest affiliated tribe to the Property. The Tribe has specific knowledge of cultural resources and sacred places near the proposed Project which we have shared with the City on previous occasions on this and other projects.

The Tribe welcomes the opportunity to meet with the City, its consultants and the Developer to further explain and provide documentation concerning our specific cultural affiliation to lands within your jurisdiction, if so desired.

## **REQUESTED TRIBAL INVOLVEMENT AND MITIGATION**

The Pechanga Band is not opposed to this Project; however, we are opposed to any direct, indirect and cumulative impacts this Project may have to tribal cultural resources. The Tribe's primary concerns stem from the Project's proposed impacts on Native American cultural resources. The Tribe is concerned about both the protection of unique and irreplaceable cultural resources, such as Luiseño village sites, sacred sites and archaeological items which would be displaced by ground disturbing work on the Project, and on the proper and lawful treatment of cultural items, Native American human remains and sacred items likely to be discovered in the course of the work.

The Tribe is in receipt of the Draft Supplemental Impact Report (DSEIR). The proposed Project is located in a highly sensitive region of Payómkawichum territory – a traditional cultural

# Letter T-1

Pechanga Comment Letter to the City of Corona  
Re: Pechanga Tribe Comments on the DSEIR Arantine Hills  
February 13, 2016  
Page 3

landscape, and the Tribe believes that the possibility for recovering subsurface resources during ground-disturbing activities is high. The Tribe has over thirty-five (35) years of experience in working with various types of construction projects throughout its territory. The combination of this knowledge and experience, along with the knowledge of the culturally-sensitive areas and oral tradition, is what the Tribe relies on to make fairly accurate predictions regarding the likelihood of subsurface resources in a particular location.

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The Tribe has worked with the City on this Project since 2006. We appreciate the effort and dedication the City has put into developing appropriate mitigation measures and for retaining these measures in this Supplemental EIR. These are identified in the DSEIR as 4.5.6.1A to D and have been copied below. We request that these measures/conditions of approval, with the minor changes noted, be incorporated into the final DSEIR and any other final environmental documents approved by the City. (Note: Only minor edits were made to 4.5.6.1B. All other underlines/strikeouts are part of the MM as noted in the Updated Mitigation Monitoring and Reporting Checklist)

**4.5.6.1A:** The applicant shall retain a qualified archaeological monitor who shall prepare an Archaeological Resources Mitigation Monitoring Plan in consultation with the Native American Tribe. The qualified archaeological monitor shall attend all pre-grading meetings to inform the grading and excavation contractors of the archaeological resources mitigation program and shall ~~consult with~~ instruct them with respect to its implementation. The qualified archaeological monitor shall be on site at all times during the initial phases of clearing and rough grading to inspect cuts for archaeological and cultural resources. If such resources are discovered, and are in danger of loss and/or destruction, the qualified archaeological monitor shall recover them. In instances where recovery requires an extended salvage time, the qualified archaeological monitor shall be allowed to temporarily direct, divert or halt grading to allow recovery of resource ~~remain(s)~~ in a timely manner. Recovered archaeological resources, along with copies of pertinent field notes, photographs, and maps, shall be deposited in a certified curation facility that meets the standards of the California Office of Historic Preservation-~~scientific institution with archaeological collections and~~ The resources shall be recorded in the California Archaeological Inventory Database. All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities.

2

**4.5.6.1B:** All grading, excavation, and ground-breaking activities shall be monitored by a qualified tribal monitor(s). The project applicant shall pay all fees associated with such tribal monitors(s) and shall contact the Native American Tribe at least 30-days before pulling grading permits from the City. ~~In the event of the discovery of Native American burial(s),~~ If cultural resources are discovered, and are in danger of loss and/or destruction, the qualified tribal monitor(s) will have the authority to temporarily stop and redirect grading activities, ~~in consensus with the archaeological monitor.~~ The tribal

# Letter T-1

Pechanga Comment Letter to the City of Corona  
Re: Pechanga Tribe Comments on the DSEIR Arantine Hills  
February 13, 2016  
Page 4

monitor(s) shall attend all pre-grading meetings to assist the archaeological monitor with informing the grading and excavation contractors of the archaeological resources mitigation program and instruction them with respect to its implementation. The qualified tribal monitor shall be on site at all times during clearing and rough grading to inspect cuts for archaeological and cultural resources.

**4.5.6.1C:** The developer shall enter into a Treatment and Disposition Agreement with the appropriate Native American Tribe prior to the issuance of a grading permit. The Treatment and Disposition Agreement shall identify the treatment of cultural items (artifacts);) and the treatment and the disposition of human remains.

**4.5.6.1D:** Unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and is not subject to public disclosure requirements of the California Public Records Act, pursuant to the specific exemption set forth in California Government Code Section 6254(r).

The Pechanga Tribe looks forward to continuing to work together with the City of Corona in protecting the invaluable Pechanga cultural resources found in the Project area. Please contact me at 951-770-8104 or at [ahoover@pechanga-nsn.gov](mailto:ahoover@pechanga-nsn.gov) once you have had a chance to review these comments if you have any comments or concerns. Thank you.

Sincerely,



Anna Hoover  
Cultural Analyst

Cc Pechanga Office of the General Counsel

## Response to Letter T-1

### Pechanga Band of Luiseño Indians

**Response to Comment T-1.1:** The City acknowledges the Pechanga Band of Luiseño Indians' (Pechanga) request to be kept notified and involved with the proposed project throughout the CEQA review process. The City will continue to notify Pechanga of public notices and hearings, scheduled approvals, and circulation of documents pertaining to the project. Pechanga's comments will be incorporated into the record of approval for this project.

The City notes Pechanga's gratitude for and appreciation of the mitigation incorporated in the project by the City and project applicant. The City further notes Pechanga's assertion the project area is part of the Luiseño aboriginal territory and that the Pechanga Tribe is culturally affiliated with the geographic area encompassing the project site.

The City notes Pechanga's invitation to meet with the City, its consultants, and the project applicant to further discuss the cultural sensitivities of the project area. The City acknowledges Pechanga's assertion the project area is culturally sensitive; therefore, the City incorporated mitigation measures to ensure any Native American cultural resources within the project area are treated with respect, dignity, and in accordance with the CEQA.

**Response to Comment T-1.2:** The changes to the project, including the revised Tentative Tract Map and Specific Plan Amendment do not change the previous conclusions in the 2012 Certified EIR regarding impacts to cultural resources. The archaeological surveys conducted within the Specific Plan limits for the 2012 Certified EIR revealed no cultural resources.<sup>25</sup> The mitigation measures presented in the Draft SEIR will be included in the Final SEIR as proposed and without the revisions requested by Pechanga. As discussed in the 2012 Certified EIR and Draft SEIR, and as requested by Pechanga, a Native American monitor is required to be present on site during all clearing, rough grading, and excavation activities due to the potential for such activities to unearth cultural resources. A qualified archaeologist shall be retained to work in conjunction with the Native American monitor(s).<sup>26</sup>

The Specific Plan Amendment would not result in changes to the location, size, or boundaries of the Specific Plan. Minor revisions to the paleontological monitoring scheme proposed in the Specific Plan Amendment are due to the reorganization of the proposed planning areas, but those planning areas do not proceed beyond the project footprint previously analyzed in the 2012 Certified EIR for the original Specific Plan.

Proposed changes to the Specific Plan do not have potential to produce archaeological resources not previously identified in the 2012 Certified EIR, nor do they change the potential for an unanticipated encounter with a subsurface cultural resource as analyzed in the 2012 Certified EIR. The proposed project will not result in the inclusion of a site within the Specific Plan area or new or additional impacts to cultural resources not previously identified in the 2012 Certified EIR. Therefore, as stated in Section 3.7 in the Draft SEIR for the proposed project, the conclusions pertaining to cultural resources in the 2012 Certified EIR remain, and the proposed project revisions do not alter those conclusions.<sup>27</sup> No further analysis is necessary, and no additional or revised mitigation is required.

<sup>25</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093*. Page 4.5-8. City of Corona, July 2012.

<sup>26</sup> *Ibid.* Page 4.5-9.

<sup>27</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.7 Cultural Resources*. Pages 3-31 to 3-36. City of Corona. January 2016.



**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter T-2: Soboba Band of Luiseño Indians**

Joseph Ontiveros; Cultural Resources Director; dated February 22, 2016.

# Letter T-2

February 22, 2016

Attn: Terri Manuel, AICP, Planning Manager  
City of Corona  
Community Development Department  
400 South Vicentia Avenue  
Corona, CA 92882



**RE: Arantine Hills Specific Plan Amendment (SPA 15-002); General Plan Amendment (GPA 15-001); Tentative Tract Map 36294R; Development Agreement 15-001; Supplemental Environmental Impact Report (SEIR); SCH 2006091093**



Sincerely,

A handwritten signature in black ink, appearing to read "Joe", with a long horizontal line extending to the right.

Joseph Ontiveros  
Cultural Resource Director  
Soboba Band of Luiseño Indians  
P.O. Box 487  
San Jacinto, CA 92581  
Phone (951) 654-5544 ext. 4137  
Cell (951) 663-5279  
[jontiveros@soboba-nsn.gov](mailto:jontiveros@soboba-nsn.gov)

Confidentiality: The entirety of the contents of this letter shall remain confidential between Soboba and the City of Corona. No part of the contents of this letter may be shared, copied, or utilized in any way with any other individual, entity, municipality, or tribe, whatsoever, without the expressed written permission of the Soboba Band of Luiseño Indians.

## Response to Letter T-2

### Soboba Band of Luiseño Indians

**Response to Comment Letter T-2:** The City is in receipt of a comment letter from the Soboba Band of Luiseño Indians (Soboba). Soboba requests confidentiality of the contents of its comment letter. Therefore, to maintain disclosure while respecting Soboba's request for confidentiality, the comment letter is included in this document as Comment Letter T-2 with all comments redacted.

The changes to the project, including the revised Tentative Tract Map and Specific Plan Amendment do not change the previous conclusions in the 2012 Certified EIR regarding impacts to cultural resources. The archaeological surveys conducted within the Specific Plan limits for the 2012 Certified EIR revealed no cultural resources.<sup>28</sup> The mitigation measures presented in the Draft SEIR will be included in the Final SEIR as proposed. As discussed in the 2012 Certified EIR and Draft SEIR, a Native American monitor is required to be present on site during all clearing, rough grading, and excavation activities due to the potential for such activities to unearth cultural resources. A qualified archaeologist shall be retained to work in conjunction with the Native American monitor(s).<sup>29</sup>

The Specific Plan Amendment would not result in changes to the location, size, or boundaries of the Specific Plan. Minor revisions to the paleontological monitoring scheme proposed in the Mitigation Measures are due to the reorganization of the proposed planning areas contained in the Specific Plan Amendment, but those planning areas do not proceed beyond the project footprint previously analyzed in the 2012 Certified EIR for the original Specific Plan.

Proposed changes to the Specific Plan do not have potential to produce archaeological resources not previously identified in the 2012 Certified EIR, nor do they change the potential for an unanticipated encounter with a subsurface cultural resource as analyzed in the 2012 Certified EIR. The proposed project will not result in the inclusion of a site within the Specific Plan area or new or additional impacts to cultural resources not previously identified in the 2012 Certified EIR. Therefore, as stated in Section 3.7 in the Draft SEIR for the proposed project, the conclusions pertaining to cultural resources in the 2012 Certified EIR remain, and the proposed project revisions do not alter those conclusions.<sup>30</sup> No further analysis is necessary, and no additional or revised mitigation is required.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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<sup>28</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093.* Page 4.5-8. City of Corona, July 2012.

<sup>29</sup> *Ibid.* Page 4.5-9.

<sup>30</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.7 Cultural Resources.* Pages 3-31 to 3-36. City of Corona. January 2016.

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**Letter I-1: Stephanie Liuag**  
Dated January 13, 2016.

-----Original Message-----

From: Stephanie Liuag [[mailto:stephanie\\_liuag@hotmail.com](mailto:stephanie_liuag@hotmail.com)]

Sent: Wednesday, January 13, 2016 9:12 PM

To: Terri Manuel

Subject: Aratine Hills

Hello!

I'm writing to you because I have concerns about all of the building that is taking place in Corona-specifically the Aratine Hills project. I have been an Eagle Glen resident for 15 years. First of all and most importantly, the Cajalco bridge needs to be fixed/widened BEFORE the new development is started. The traffic is already crazy and will continue to be even once all the 15/91 construction is done. I'm also concerned about the environmental impact all of the building will have on the surrounding area. The development is in a flood plain. I'm curious if anyone has spoken with the school district about where all of the children will be going to school. It doesn't matter if the boundaries are changed, class size is too large because the district is overcrowded. I don't think there are any plans to build any new schools on this side of town. There isn't enough shopping to support all of this development. I wish the city would go after stores and restaurants to improve our city. Corona is losing its reputation for being a nice suburb and a great place to raise a family- the main reason we moved to Eagle Glen. Corona is turning into Los Angeles. The emergency services need to catch up as well. We need a better hospital, more police, firemen, and EMT's. For the following reasons, I think the city should take a good, hard look at how all of this development is negatively impacting the residents of Corona.

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Stephanie Liuag



## Response to Letter I-1

### Stephanie Liuag

**Response to Comment I-1.1:** The comment regards general concerns about the proposed project. The City notes the commenter is opposed to the proposed Specific Plan modifications, and the City provides responses to the commenter's specific complaints in responses I-1.2 through I-1.6.

**Response to Comment I-1.2:** The comment regards concerns over the timing of the Cajalco Bridge construction in relation to implementation of the proposed project. Please refer to Master Response D: Traffic for an explanation on the timing of the proposed Cajalco Bridge construction.

**Response to Comment I-1.3:** The comment regards concerns over environmental impacts the Arantine Hills Specific Plan Amendment would have on the surrounding area; the commenter states the project is proposed in a flood plain.

As stated in Mitigation Measure 4.9.6.4A of the Draft SEIR, issuance of building permits is conditioned upon installation of adequate drainage facilities or improvements to protect against the 100-year flood.<sup>31</sup> Therefore, no homes granted occupation would be located within a 100-year floodplain until Bedford Canyon Wash Channel improvements have been constructed and deemed operationally functional by the City of Corona. At the discretion of the City of Corona, building permits for model home sales may be issued prior to the construction of the channel improvements. The issuance of permits for model homes is at the discretion of the City and would only be granted temporary occupancy, thereby reducing the safety risk to less than significant.

Three options are proposed to address the hydrology of Bedford Canyon Wash. Under Option 1, the bypass channel would outlet into a plunge pool prior to flowing into Bedford Wash. The design of the plunge pool includes rip rap to dissipate the energy of flows and a side-weir outlet to further reduce velocities prior to flows entering Bedford Wash. Based on the analysis included in Section 3.11 *Hydrology and Water Quality* and Section 4.3 *Riparian Habitat, Drainage Patterns, and Drainage Facilities*, velocities would be reduced to a less than erosive level.<sup>32</sup> However, in order to ensure bluff protection, Option 1 includes bank protection on the side of Bedford Wash opposite the plunge pool at the base of the bluff, with either buried riprap or soil cement.

Both Options 2 and 3 have buried bank protection and buried grade control structures. The difference between the two options is the width of the wash. Under Option 3, the entire Bedford Canyon Wash would be re-established to a much wider section. Under Option 2, Bedford Wash would remain and a soft bottom bypass channel would be constructed next to Bedford Wash. In both Options, sediment transport would create a dynamic condition whereby the buried grade control structures would likely become exposed and reburied depending on the size of storm events.

Based on the hydraulic data included in the Draft SEIR,<sup>33</sup> buried bank protection, either ungrouted rip rap or soil cement is necessary on both sides of the channel. The design of Option 3 includes at least 18 inches of soil cover over the buried bank protection to allow for establishment of vegetation. Option 3 also includes buried grade control structures, also constructed of either ungrouted rip rap or soil cement. Option 3 has been designed to allow Bedford Wash to reach its own equilibrium and

<sup>31</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 4.3 Riparian Habitat, Drainage Patterns, and Drainage Facilities.* Page 4-35.

<sup>32</sup> *Ibid. Section 3.11 Hydrology and Water Quality.* Pages 3-58 to 3-70. *Section 4.3 Riparian Habitat, Drainage Patterns, and Drainage Facilities.* Pages 4-27 to 4-36. City of Corona. January 2016.

<sup>33</sup> *Ibid. Section 4.3 Riparian Habitat, Drainage Patterns, and Drainage Facilities.* Pages 4-33 and 4-34.

establish a braided system in the low flow condition. It is anticipated that coverage over the grade control structures will vary depending on the size of storm events and the dynamic nature of sediment transport. Furthermore, Option 3 includes planting of Bedford Wash with an alluvial fan sage scrub seed mix.

Under Option 3, an upstream debris basin would capture large boulders and vegetation conveyed through the wash. However, the reuse of those materials on site may or may not be feasible or appropriate. The purpose of capturing the large clasts is to prevent damage to on-site and downstream structures. If the clasts captured in the basin could pose a danger during future storm events, it is unlikely they would be replaced within the wash. The upstream detention basin is located outside of the project boundaries. However, the Applicant is in the process of obtaining an easement from the adjoining property owner to construct and maintain the detention basin. An area within Bedford Canyon Wash near the upstream portion of the project site is also not under control of the Applicant. This ownership affects only Option 3 and the restoration of Bedford Wash. In this area, the restoration of Bedford Wash avoids the parcel not under control of the Applicant. The Applicant is in the process of trying to obtain rights to that parcel and, if successful, would expand the restoration of Bedford Wash to include this area.

Opinions of the public, including agency officials and local residents, are noted and will be conveyed to the decision makers. Daily operation and maintenance of whichever option is chosen will be at the discretion of the on-site managers of the wash in accordance with applicable local, State, and Federal regulations.

Mitigation Measure 4.4.5.3C states the Applicant shall mitigate for the permanent loss of United States Army Corps of Engineers and California Department of Fish and Wildlife jurisdictional waters--and Multiple Species Habitat Conservation Plan (MSHCP) designated riparian/riverine resources (i.e., Bedford Canyon Wash)--at a 2:1 mitigation ratio.<sup>34</sup> The mitigation may be conducted onsite or through applicant-sponsored mitigation conducted offsite of the Arantine Hills Project, yet within the MSHCP boundaries.<sup>35</sup>

Onsite mitigation for loss of USACE and CDFW jurisdictional waters and MSHCP designated riparian/riverine resources (BCW) on the project site at a 2:1 ratio is appropriate. On-site mitigation would occur in the same watershed and given the lack of riparian resources existing on-site, a 2:1 ratio is sufficient to reduce potential impacts to a less than significant level. For similar reasons, off-site mitigation at a 2:1 ratio is also sufficient to reduce impacts to a less than significant level. Although not in the same local watershed, the off-site mitigation suggested in the Measure consists of high quality riparian willow and emergent vegetation that provides superior habitat value than exists on the project site due to the quality and density of native riparian plant material and the limited amount of invasive species. Given the difference in habitat value between the existing on-site resources and the off-site mitigation, a 2:1 ratio is appropriate under CEQA for mitigating impacts to a less than significant level. It should be noted that off-site mitigation is only proposed for Options 1 and 2 and under Option 3 no off-site mitigation would occur because the restoration of Bedford Wash would create on-site alluvial fan sage scrub habitat, which is considered self-mitigating.

<sup>34</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. 3.6 Biological Resources. Page 3-30. City of Corona, January 2016.*

<sup>35</sup> *Ibid.*

**Response to Comment I-1.4:** The comment regards concerns over the increase in the number of schoolchildren and the ability of school facilities to accommodate the projected increase in schoolchildren. Please refer to Master Response C: Schools for a detailed response.

**Response to Comment I-1.5:** The comment regards concerns over the proposed use of commercial space. Please refer to Master Response A: Land Use/Commercial Properties for a detailed response.

**Response to Comment I-1.6:** The comment regards concerns over the proposed project's impacts to emergency response to the surrounding community, and the commenter states the City requires a better hospital, and more police officers, firemen, and emergency medical technicians. The City Police and Fire Departments require provisions for emergency access to, from, and within the proposed project. Just as the original plan provided for, the revised plan features two points of access from Eagle Glen Parkway. The access and circulation for the Arantine Hills Specific Plan Amendment have been evaluated by the City's Traffic Engineer and Police and Fire Department personnel and meet the requirements for proper circulation and emergency access. Construction activities that could temporarily restrict vehicular traffic will be subject to a Traffic Management Plan as part of the building permit that will require adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. In addition, each subdivision that would be proposed within the master plan must meet all City standards for emergency access with both the overall master plan and the individual subdivision maps.

Implementation of the Arantine Hills Specific Plan Amendment will not cause fire or police staffing, facilities, or equipment to operate at a deficient level of service. In addition, the project will be required to pay development fees used to fund capital costs associated with constructing new public safety and fire-fighting structures and purchasing equipment for new public safety and fire-fighting structures and services. The Arantine Hills development will also be annexed to the Public Services CFD, to pay their fair share of public safety services.

The gating of the community must meet the standards for emergency responder access. There are gated communities all over the City that function well because they are equipped with the necessary access provisions as required by the Fire Department and the Police Department. The requirements of this project would be no different. Furthermore, the project will include privately maintained streets and parkways, which is normal in master planned gated communities.

Development and implementation of the Arantine Hills Specific Plan Amendment will be designed, constructed, and operated per applicable standards for new development in regard to public safety and fire prevention/protection standards established by Corona Police Department, Corona Fire Department, and/or the City or State. Such requirements may include (but are not limited to) provisions for smoke alarms; sprinklers; building and emergency access; adequate emergency notification; and hydrant sizing, pressure, and siting.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-2: Trish and Dennis Vanderwilt**

Dated January 13, 2016.

# Letter I-2

On Thursday, January 14, 2016 7:54 AM, Terri Manuel <[Terri.Manuel@ci.corona.ca.us](mailto:Terri.Manuel@ci.corona.ca.us)> wrote:

Hello Mr. and Mrs. Vanderwilt,

Thank you for your e-mail. Your e-mail will be part of the record comments on the Draft SEIR, and a written response will be issued at the close of the comment period in February.

Ms. Terri Manuel  
City of Corona  
951-736-2434

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**From:** Dennis Vanderwilt [<mailto:devanderwilt@sbcglobal.net>]  
**Sent:** Wednesday, January 13, 2016 6:05 PM  
**To:** Terri Manuel  
**Cc:** Jason Scott; Karen Spiegel; Dick Haley; Randy Fox; Eugene Montanez  
**Subject:** Arantine Hills Project

January 13, 2016

Terri Manuel,  
Planning Manager Corona, Ca.

Dear Sir,

My husband and I are residents of Eagle Glen and are concerned about the impact Arantine Hills will have on our community.

Our concerns start with the developer wanting to build an entire phase prior to even starting the construction on the Cajalco freeway overpass. Our Eagle Glen community would like to see this overpass be 100% completed before any permits are pulled. Please hold this developer to the approved plans that were in place prior to them purchasing the said property.

We currently have traffic issues because the overpass is too narrow. Traffic will be insane once this developer has broken ground and started construction before reconstruction of the bridge.

We are asking our city to really look at these issues and concerns and do the right thing. Our community was here first, we love our homes and want to continue enjoying our quality of life.

Corona does not need another traffic issue.

Thank you.  
Trish and Dennis Vanderwilt  
4157 Riviera Dr.  
Corona, Ca. 92883

[devanderwilt@sbcglobal.net](mailto:devanderwilt@sbcglobal.net)

## **Response to Letter I-2**

### **Trish and Dennis Vanderwilt**

**Response to Comment I-2.1:** The comment regards concerns about the timing of the Cajalco Bridge construction in relation to implementation of the Arantine Hills Specific Plan Amendment and proposed project's exacerbation of the existing congestion at the Interstate 15/Cajalco Road junction. Please refer to Master Response D: Traffic for a detailed explanation.

**Note:** These comments do not result in the need to revise the Draft SEIR document.



**Letter I-3: Tami Martin**

Dated January 14, 2016.

**From:** Tami Martin [<mailto:2tamimartin@gmail.com>]

**Sent:** Thursday, January 14, 2016 8:42 PM

**To:** Terri Manuel

**Cc:** Eugene Montanez; Jason Scott; Karen Spiegel; Dick Haley; Randy Fox

**Subject:** Arantine Hills

I am writing to express my concerns about the Arantine Hills project. I believe that you (the city) should hold any and all builders to the ORIGINAL plan of NO WORK of any sort being started on the construction of houses/buildings UNTIL the bridge and all roadwork is FINISHED!! Common sense tells even the layman that no building should begin until the FIRST ORDER OF BUSINESS IS COMPLETE. Please use your own common sense and hold your ground. That's the way the world works, or at least it should. Why rile the community and cause undue traffic and stress on an already over congested area?

I hope that you do what is right and not what will gain the city the most money the fastest. Think long term.

Tami Martin  
Eagle Glen Resident

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### **Response to Letter I-3**

**Tami Martin**

**Response to Comment I-3.1:** The comment regards concerns about the timing of the Cajalco Bridge construction in relation to implementation of the Arantine Hills Specific Plan Amendment. Please refer to Master Response D: Traffic for a detailed explanation.

**Note:** This comment does not result in the need to revise the Draft EIR document.

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**Letter I-4: Trish Vanderwilt**

Dated January 14, 2016.

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**From:** Terri Manuel [<mailto:Terri.Manuel@ci.corona.ca.us>]  
**Sent:** Thursday, January 14, 2016 2:10 PM

Hello Trish,

The EIR is based on a technical study that ~~was prepared based on~~ addresses the scaled down version of the master plan. The new plan eliminates mixed uses and reduces significantly the amount of commercial acreage. Based on this new project description, the new traffic analysis concludes that up to 308 units can be built and occupied before the Cajalco interchange mitigation is even required as mitigation. Beyond that point, then the requirement for the interchange is triggered, and that's when the city can legally require that it be completed before any more units would be built and occupied.

Courts have ruled consistently that the city cannot legally require mitigation that is not triggered by an impact of the project. It's called a *nexus*, and if the nexus doesn't exist based on technical empirical analysis and modeling, then the city could and would likely be sued for violating this legal requirement born of such court decision(s).

I hope that this is helpful and resolves any confusion.

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**From:** Dennis Vanderwilt [<mailto:devanderwilt@sbcglobal.net>]  
**Sent:** Thursday, January 14, 2016 10:07 AM  
**To:** Terri Manuel  
**Subject:** Re: Arantine Hills Project

I am a little confused, according to their EIR it states that the developer will completely build out phase one of their development prior to starting on the bridge reconstruction. Which is correct?

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Trish Vanderwilt

## **Response to Letter I-4**

### **Trish Vanderwilt**

**Response to Comment I-4.1:** The comment regards concerns about the timing of the Cajalco Bridge construction in relation to implementation of the Arantine Hills Specific Plan Amendment. Please refer to Master Response D: Traffic for a detailed explanation.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-5: Erich Kwek**

Dated January 18, 2016.

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**From:** Erich Kwek [mailto:erichkwek@gmail.com]  
**Sent:** Monday, January 18, 2016 1:36 PM  
**To:** Terri Manuel  
**Subject:** Arantine Hills Specific Plan Amendment - Draft Supplemental Environmental Impact Report

Dear Ms. Manuel,

In May of 2012 I sent you the following comment regarding the Arantine Hills project:

*May 14, 2012*

*City of Corona, Community Development Department 400 South Vicentia Avenue  
Corona, CA 92882-2187*

*Attn: Terri Manuel, AICP, Planning Manager*

*Regarding: Arantine Hills Specific Plan Draft Environmental Impact Report*

*I live on Castlepeak Drive adjacent to this proposed project. I am all for development in our area and the economic benefits it will bring, but I have serious traffic concerns regarding this project. The exit off I-15 at Cajalco is often very congested. The additional housing and businesses planned will bring additional congestion. The current exit ramp at Cajalco will not be able to serve the many cars and trucks this project will bring. The exit needs to have increased capacity before this project proceeds.*

*Another problem will be the volume of traffic on Eagle Glen Parkway. Early plans for this project called for a single entrance off of Eagle Glen Parkway. The volume of cars entering the project through this one entrance will cause considerable traffic jams and congestion. There needs to be additional points of entry to this project to avoid congestion.*

*Other homeowners in my neighborhood have expressed similar concerns. They need to be addressed before this project is approved.*

*Thank you.*

*Erich Kwek*

The environmental impact report I was commenting on has changed and has once again been posted for public comment. I still have the same concern for traffic as stated above, but I have an additional concern about the builder starting construction prior to the completion of improvements on the Cajalco Road bridge and off ramp. The original EIR required the builder to wait until the road improvements were made before he could begin building. The

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new EIR allows him to start building before road improvements are made in him loaning money to fund the road improvements. I envision houses going up, road traffic increasing and a long process to complete the ramp and bridge improvements.

I strongly object to changing the original EIR to allow the Arantine Hills builder to start housing construction before improvements are completed to the Cajalco Road off ramp and bridge. Traffic in our neighborhood would be greatly increased while we wait for road improvements. This would negatively impact the quality of life for me and my Eagle Glen neighbors.

Please include my comments in the new Environmental Impact Report.

Thank you.

Erich Kwek  
4264 Castlepeak Drive  
Corona, CA 92883  
Home: 951-278-2276  
Cell: 951-543-1724  
Email: [erichkwek@gmail.com](mailto:erichkwek@gmail.com)



## **Response to Letter I-5**

### **Erich Kwek**

**Response to Comment I-5.1:** The comment regards concerns about the existing congestion at the Interstate 15/Cajalco Road junction and the effects the proposed project would have at the junction. The comment states implementation of the Arantine Hills Specific Plan Amendment will result in additional traffic congestion, and the Cajalco interchange requires improvements prior to construction of the project. The comment also regards concerns about congestion and the number of entrances along Eagle Glenn Parkway. Please refer to Master Response D: Traffic for a detailed explanation.

**Response to Comment I-5.2:** The comment regards concerns over the timing of the Cajalco Bridge construction in relation to implementation of the Arantine Hills Specific Plan Amendment. Please refer to Master Response D: Traffic for information on the timing of the proposed Cajalco Bridge construction. The comment also incorrectly describes the project as containing a single point of access. In fact, there are two points of access to/from the project on Eagle Glenn Parkway.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

**Letter I-6: Michelle Monroe (Cravens)**  
Dated January 30, 2016.

# Letter I-6

**From:** [Terri Manuel](#)  
**To:** [Michelle Monroe](#)  
**Cc:** [John Sherwood \(jsherwood@nwhm.com\)](#); [Ray Hussey](#)  
**Subject:** RE: Arantine Hills Development in Corona  
**Date:** Monday, February 01, 2016 10:05:18 AM

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Hello Ms. Monroe,

Thank you for your e-mail regarding the Arantine Hills project. The Arantine Hills project is a master planned project that was approved in 2012. *At that time*, the master plan called for high density residential on the southeast plateau, and in the hearing and in the materials presented, it was clearly demonstrated that any potential development would be separated by over 100 feet from Glen Road. The *revised proposal* which I understand is what your e-mail is addressing, is of *lesser intensity* across the site. The southeast plateau is proposed for a medium density land use, lesser than the currently entitled plan. If your objection is to the revised proposal, then you would be objecting to the project of lesser intensity than that already approved a few years back. There will still be physical separation from the Glen Road/city boundary because of topographical and drainage (jurisdictional) constraints in that area. Also, any development that would take place in the future is subject to subsequent review through the public hearing process, and standard mitigation measures will be applied to ensure minimal impact to any surrounding communities.

<http://www.discovercorona.com/City-Departments/Community-Development/Planning-Division/Arantine-Hills-Project.aspx>

We invite you to familiarize yourself with the project that is being proposed. For your convenience the link should take you directly to the project documents including the Supplemental Environmental Impact Report posted online.

It is important to understand that the city cannot deny a property owner the ability to develop property in accordance with the established plans, policies and ordinances that are in place. However, the city must make sure that environmental impacts are properly mitigated and that the project is properly designed. The subject site is private property, and to all knowledge, there exists no public right-of-passage across it; therefore, the city is not in a position to deny a project proposal based on past practice of walkers, hikers and trail riders across or on that owner's property. The city understands that there are rural land uses and lifestyles to the southeast in the county area, and as clearly articulated in the existing certified EIR (2012), the project site features more than adequate buffering from the rural uses south of the city boundary. Furthermore, because most of the site sits lower in elevation, natural topography also ensures proper buffering between the two. Even with the southeast plateau, the natural features that create ample distance from the south property line (next to Glen Road) are illustrated in the associated documents, both the existing approved master plan and the proposed revision.

I trust that this information is helpful. Thank you again for your e-mail and participation in the process. If you have any questions feel free to call or e-mail at your convenience.

Terri Manuel

# Letter I-6

City of Corona  
951-736-2434.

**From:** Michelle Monroe [mailto:michelle@michellemonroestudios.com]  
**Sent:** Saturday, January 30, 2016 6:28 PM  
**To:** Terri Manuel  
**Subject:** Arantine Hills Development in Corona

Hello,

My name is Michelle Cravens, I am writing to you in concern about the Arantine Hills Development which will be developing Apartments across the street from my 5 acre Ranch, Our st address is 8335 Glen Rd. which is directly across from the consider development, Which covers a good length of the front road of Glen Rd. My husband and I have a several million dollar estate with over 15 horses which we breed to race, Our facility has a 200x250 sanded and lighted stadium arena which is directly across from the said considered apartments we are legal in our zoning area. we also have a 20 stall white barn which sits behind the arena. We also work with special need children with the horses. We purchased our amazing estate knowing that one day homes would be in of course, knowing this is California that we live in However we never dreamed of apartments. My husband and I and the neighbors in the area live here so we have live rural part of Corona I see complaints coming from the apartments with the horses and the lights that well be on regularly. Not to mention the distress it will do to our estate. Also we have been able to ride to the national forest from our home and understand there will not be adjoining trail which already exists from further down Temescal canyon, I know that the people in the area that do not have horses walk this area as well from the track homes in eagle glen and other adjoining homes which would keep Corona in the same lifestyle it was know for. We also have a home in Yorba Linda (horse Property) and yorba Linda has existing trails for both the walkers hikers, trail riders that is why Yorba Linda is LAND OF GRACIOUS LIVING. which also these residents brings revenue to the city. We are hoping that you can work with us so we may keep parts of Corona in a rural area of beauty.

Thank you

I look forward to hearing from you

**Michelle Monroe**

Tel 1.714.693.8622 | Fax 1.714.970.5492 | Skype michelle.monroe2

[michelle@michellemonroestudios.com](mailto:michelle@michellemonroestudios.com)

<http://www.michellemonroestudios.com>

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## Response to Letter I-6

### Michelle Monroe (Cravens)

**Response to Comment I-6.1:** The comment regards concerns over the density of the proposed Arantine Hills Specific Plan Amendment, in particular the construction of apartment homes across the street from the commenter's ranch estate and the potential for complaints to arise over the presence of horses and a 200' x 250' sanded and lighted stadium arena for equestrian activities.

The proposed project provides for age-restricted rentals and reduces high density residential by 38% in favor of more low and medium density residential, which can include single family dwellings, duplexes, tri-plexes, four, six, and eight-plexes, townhomes, motor courts, and multi-family residences up to fifteen (15) dwelling units per acre, across the site when compared to the original Arantine Hills Specific Plan that was approved in 2012. The southeast plateau across the street from unincorporated ranchlands is proposed for a medium density land use, which is less dense than the currently entitled plan.

Adherence to City requirements for architectural elements, design features, landscape requirements (as specified in the Specific Plan) will ensure a high-quality, consistent, and compatible development that will not substantially degrade the visual character or quality of the site. Additionally, the project site is separated from Glenn Road/City boundary by jurisdictional waterway restrictions and topographical differences, which create natural buffers. Development standards and design guidelines within the master plan will ensure a high-quality and consistent development compatible with the surrounding built environment and will also result in the project development being properly buffered from the existing, adjacent land uses. This project will be reviewed by the City for specific development plans as they are proposed and can be conditioned and reinforced through CC&Rs to provide written disclosures to inform future owners and occupants, where appropriate, regarding the animal keeping properties in the unincorporated County of Riverside area to the south.

Noise and glare impacts from the project onto the environment were properly evaluated in the Environmental Impact Report for the original Arantine Hills Specific Plan that was approved in 2012, and the same mitigation measures to mitigate project impacts carry forward with the Supplemental Environmental Impact Report that accompanies the revised project.<sup>36</sup> The comment regarding potential conflicts between the commenters horses and lights onto the future residences within the Arantine Hills Specific Plan address impacts from the environment onto the project, commonly referred to as "reverse CEQA," which is expressly not a part of environmental analysis per state law.

**Response to Comment I-6.2:** The comment regards concerns over public trail access along Bedford Canyon to the [Cleveland] National Forest. The city cannot deny a property owner the ability to develop property in accordance with the established plans, policies, and ordinances that are in place. However, the city must make sure that environmental impacts are properly mitigated and that the project is properly designed. The project site is private property, and none of the project site is located on land administered by the Forest Service. To all knowledge, there exists no public right-of-passage across the project site; therefore, the city is not in a position to deny a project proposal based on past practice of walkers, hikers, and trail riders across or on that owner's property. The Arantine Hills Specific Plan Amendment provides for a total of 10.32 acres of open space/parks, 1.92 acres of which will be public park space in the form of trails along the Bedford Wash that could ultimately become part of a regional trail system once the other sections are approved and developed. The 1.92 acres of

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<sup>36</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.14 Noise. Page 3-83. City of Corona. January 2016.*



proposed trails along Bedford Wash will be accessible to the public, not just residents of the Arantine Hills development.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-7: Dan Heredia**

Dated January 31, 2016.

# Letter I-7

**From:** [Terri Manuel](#)  
**To:** [Dan Heredia](#)  
**Cc:** [John Sherwood \(jsherwood@nwhm.com\)](mailto:jsherwood@nwhm.com); [Ray Hussey](#)  
**Subject:** RE: Arantine Hills Environmental Report.  
**Date:** Monday, February 01, 2016 9:08:42 AM

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Hello Dan,

Thank you for your e-mail regarding this project. The Arantine Hills project was approved in 2012 and properly evaluated under an Environmental Impact Report. The current proposal is for a project of lesser intensity that is described in detail in the materials as posted on the city's website (see link below) including a Supplemental EIR that evaluates the changes in the project and potential impacts on the environment including traffic analysis.

To address your questions regarding schools, the original project applicant offered to dedicate land to the project for school purposes, but the CNUSD declined that offer. The project will, however, pay impact fees to the school district. The district makes the decisions as to how their funds are spent to best serve the needs in the district, and the district has fine-tuned methodologies for projections of needs and expenditures. It is very important to understand that the school district is not under the authority of the city as it is a state entity. Any questions related to the operations of the schools including student transport must be directed to the school district.

The project will most likely be built in phases, and although there is commercial zoning, typically commercial development follows residential because the latter is needed to create demand for commercial uses. The environmental documentation and analysis assumes construction to start in 2017; however, the construction of the Cajalco interchange is a critical component of the project and is being addressed through the entitlement portion which we expect to go to hearing in the upcoming weeks (to be separately noticed). Beyond that, the build-out of any master planned community is directly affected by the economy, and the project applicant can better speak to expected build-out dates. The environmental document is careful to address both interim and ultimate build-out conditions and require mitigation for all impacts expected from the project.

<http://www.discovercorona.com/City-Departments/Community-Development/Planning-Division/Arantine-Hills-Project.aspx>

We welcome your review, comment and questions regarding the environmental document. If you have not already done so, please visit the city's website for all the details at the link provided.

Again, thank you for your participation in the process.

Terri Manuel  
City of Corona  
951-736-2434

-----Original Message-----

From: Dan Heredia [<mailto:danheredia58@yahoo.com>]  
Sent: Sunday, January 31, 2016 1:06 PM  
To: Terri Manuel  
Subject: Arantine Hills Environmental Report.

Dear Terri Manuel,

I live @ 4270 Stonebriar Circe & I'm concerned about the increase of people, traffic & People & cars will this housing project bring to Eagle Glen, how many additional school age children are projected, will there be school bus's picking up & dropping off. Will additional school class's be built, another grocery market, restaurants & retail be built in Arantine and how long will construction take? Will the project be built in phases? What is the proposed date for construction to begin?

I 1  
I 2  
I 3  
I 4

# Letter I-7

Thank you in advance for answering these questions.

Sent from my iPad  
Dan Heredia

## **Response to Letter I-7**

### **Dan Heredia**

**Response to Comment I-7.1:** The comment regards concerns over the increase in population and traffic. The proposed project will result in the same number of dwelling units (1,806) as were proposed in the approved project, so impacts resulting from an increase in population are no greater than those analyzed in the Certified EIR. Additionally, the proposed project will result in approximately 11,000 fewer daily vehicle trips than anticipated in the approved project and analyzed in the Certified EIR. Please refer to Master Response D: Traffic for additional information.

**Response to Comment I-7.2:** The comment regards concerns over the increase in the number of schoolchildren and the ability of school facilities to accommodate the projected increase in schoolchildren. Please refer to Master Response C: Schools for a detailed response.

**Response to Comment I-7.3:** The comment regards concerns over the proposed use of commercial space. Please refer to Master Response A: Land Use/Commercial Properties for a detailed response.

**Response to Comment I-7.4:** The comment regards concerns over the start date and duration of construction. Construction is expected to commence sometime in 2017 and occur in phases at a rate dictated by market forces and demand for additional homes up to the maximum of 1,806 dwelling units. Phase 1 will consist of 308 residential dwelling units. The developer is permitted to construct Phase 1 prior to commencement of construction of the Cajalco Interchange improvements.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

**Letter I-8: Amie Kinne**  
Dated February 8, 2016.

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**From:** camiek [mailto:camiek@aol.com]  
**Sent:** Monday, February 08, 2016 5:25 PM  
**To:** Terri Manuel  
**Subject:** Arantine Hills

In regards to the Arantine Hills (The New Home Company), EIR amendment, please include my comments.

I am concerned about the close proximity to the large rural residential properties to the south of this project. As you are probably aware of, those properties off Weirick are in the county, and because of the lot sizes, support animal keeping endeavors. Not only are livestock permitted like horses and goats, but poultry including roosters. In fact, per the county ordinance, those properties can each have 10 crowing birds.

This would be a disaster for the rural residents, but even more so for the new homeowners that might find themselves 6 months in their new home when the roosters show up. I personally own a 53 acre ranch in Temescal Valley and am very familiar with the challenges these creatures bring.

In my tried and tested opinion, there needs to be a larger buffer between this project and the rural Weirick residences. At the minimum, a full disclosure needs to be given to potential new home owners of that project about the rural nature of the adjacent properties, and they need to sign releases acknowledging and agreeing to not complain after the fact.

It's the developer's job to maximize profit, it's the planners' job to avoid conflicts like I stated above.

Thank you,  
Amie Kinne  
11775 Dawson Canyon Road  
Corona, CA 92883

Sent from my Verizon Wireless 4G LTE smartphone



## Response to Letter I-8

### Amie Kinne

**Response to Comment I-8.1:** The comment regards concerns over the proximity of the Arantine Hills Specific Plan Amendment (proposed project) to the large rural-residential properties which support animal-keeping endeavors on [unincorporated] Riverside County land to the south.

The project site is separated from Glenn Road/Bedford Motor Way/City boundary by jurisdictional waterway restrictions and topographical differences, which create natural buffers. Development standards and design guidelines within the master plan will ensure a high-quality and consistent development compatible with the surrounding built environment and will also result in the project development being properly buffered from the existing, adjacent land uses. This project will be reviewed by the City for specific development plans as they are proposed and can be conditioned to provide written disclosures to inform future owners and occupants, where appropriate, regarding the animal keeping properties in the unincorporated County of Riverside area to the south.

Noise and glare impacts from the project onto the environment were properly evaluated in the Environmental Impact Report for the original Arantine Hills Specific Plan that was approved in 2012, and the same mitigation measures to mitigate project impacts carry forward with the Supplemental Environmental Impact Report that accompanies the revised project.<sup>37</sup> The comment regarding potential conflicts between the large lot, rural properties to the south of the proposed project onto the future residences within the Arantine Hills Specific Plan address impacts from the environment onto the project, commonly referred to as “reverse CEQA,” which is expressly not a part of environmental analysis per state law. Per Jamie, LSA to revise.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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<sup>37</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.14 Noise. Page 3-83. City of Corona. January 2016.*

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**Letter I-9: Becky Nelson**

Dated February 8, 2016.

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**From:** Becky Nelson [mailto:eagleglenneighborhoodwatch@outlook.com]  
**Sent:** Monday, February 08, 2016 9:38 PM  
**To:** Becky Nelson  
**Subject:** Arantine Hills, Corona, CA Development Concerns

To Whom it May Concern,

I am writing to voice my concerns as to the Environmental Impact the Arantine Hills Development, as proposed by The New Home Company, will have on the quality of life to the existing residents who currently reside in the Eagle Glen Community in Corona, CA. I reside at 4358 Driving Range Road which is directly across the street from the homes that overlook the current Bedford Wash area. Below are my major concerns and the concerns of the citizens who currently reside in Eagle Glen.

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1.) First and foremost, the increase in traffic that will be caused by the building of even a small fraction of the homes that are being proposed in the modified plans for development will make our commute anywhere within our community or outside of our community an even bigger issue than it already is. During rush hour we expect our commute down Eagle Glen to the freeway or even just over the freeway to take upwards of 20+ minutes to travel less than a mile. Forget trying to drive home to our community during morning and evening rush hour using Masters, either, as so many commuters use that route to circumvent the 91 freeway to get to the 15 freeway. I noticed that in a Press Enterprise Article on the subject dated January 9, 2015, Terri Manuel, Corona's Planning Manager was quoted as stating that "the current Cajalco Road overpass can barely accommodate today's traffic" and that was prior to the community that was built at the El Cerrito and Bedford Canyon intersection or any of the other surrounding developments. It has become increasingly harder to get our children to school due to traffic, to get to and from our jobs due to the increase in traffic in and around our community, and to even cross over the bridge to get to the store or go out to eat. Adding 1800+ more vehicles on the road and overpass, or even a fraction of that or construction traffic is irresponsible and dangerous. That bridge isn't safe enough for the steady stream of construction traffic coupled with the truck traffic from the local mine and gravel yard and knowingly adding such traffic after admitting to it already being in a state of overburden is an accident AND a major lawsuit waiting to happen. With that said, it is imperative that the improvements to the Cajalco overpass be completed PRIOR to the Developer breaking ground to build any homes. The construction traffic would make the commute within and into/out of our community a living nightmare and extremely unsafe. Given the previous statements by local City officials on the state of that road, I am hopeful they would agree.

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2.) The development needs a grocery store. Stater Bros. in the Eagle Glen shopping center is packed on weekends and in the evenings. There are always long lines and wait time to purchase groceries. For those who do not have the luxury of shopping mid week during the

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day we have had to spend more and more time standing in line to purchase our groceries. If another community even larger than Eagle Glen is built in such close proximity to our only grocery store within miles the wait time in line is going to greatly increase, there will not be enough parking and traffic around the shopping center, which is directly adjacent to the Cajalco overpass, will also be negatively effected. In the same article referenced above, Darrell Talbert, Corona's City Manager, was quoted as stating that "Stater Bros. is overburdened." We NEED the commercial space that was originally included in the development plans. It is a necessity that the City of Corona should require of The New Home Company in their development of this land.

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3.) Our Police Department has a very high response time to our community. The reports that I have read over the past year showed the response time to our community of Eagle Glen to be the highest (worst) in the city. If the traffic around and within our community is doubled it is reasonable to expect that the response time will only get worse. When Eagle Glen was built the Police Station on Bedford Canyon was also built. It was staffed and used as a working police station, as it was intended to be used, however it is no longer staffed and is no longer utilized the way in which it was intended when it and our community, was built. Adding 1600+ more homes to the area without addressing and fixing the issues with response time to the area will have an extremely negative effect on the safety of those in our community as well as the safety of those in the new Arantine Hills community.

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4.) Gating the community of Arantine Hills and the parks and green space promised to be shared with the residents of Eagle Glen by the representatives of the New Home Company when they walked through our community with their bright and shiny boards promising us the world is distasteful and frustrating. Footpaths will lead from locking gates in the gated Arantine Hills community into our community, allowing the 4000+ residents of this new community to freely use the minimal park and green space that was built in our community for our use while locking gates will keep us from enjoying their parks and promised green space. These gates will also negatively effect the already high response time by law enforcement and increase the response time of other first responders. I understand our city doesn't want to have to pay for any more parks or green space and so they told the Developer to gate the community and maintain the parks themselves. Shame on our City for not seeing the value in parks and green space to our quality of living.

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5.) Adding another community larger than Eagle Glen in this area without building more schools is only going to overburden the already existing schools even more than they are already overburdened, thus resulting in lower test scores and lower performance. It logistically makes no sense for elementary school age children who reside in a community with the entrance a few hundred yards away from an elementary school to be zoned to a school over five miles away and a high school over six miles away when the closest high school is less than half that distance from their home. I understand that the CNUSD can use the money they receive from the building of the new community however they feel is necessary however new schools need to be built. Our schools are overcrowded. There isn't enough room for the computer labs necessary for the new testing. At some point our city has to stop passing the buck to the School District when whatever is being done clearly isn't enough. It is irresponsible to allow a Developer to sell homes to people while pushing the assumption that parents can simply submit for transfers of their students to closer community schools knowing full well that the transfers can not all possibly be approved. Adding a community to South Corona without enough schools to accommodate the students such a community will generate will absolutely negatively impact our children who are already in

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packed classrooms without enough computers, etc.

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6.) Last, the increase in noise and light to the homes that are directly overlooking the Bedford Wash will also effect our quality of living. Gone are our views of the citrus trees that so many of us found so appealing when purchasing our homes in Eagle Glen. Now, in exchange, we get lights and noise from high and medium density homes built directly below our street. The Developer would have us believe that there will be little to no impact with the increase in homes from the original approved plans to their newly promoted plans however there will be more noise and more lights and more traffic, all negatively impacting our lives and our community.

7

I really hope that our City is listening to the voice of the people who have very real concerns about this new development. The New Home Company knew what the approved plans were that were in place when they purchased the land. Corona should hold them to those plans. If it means that the residents of Corona live with the Cajalco overpass the way that it is for the next 5-10 years without any improvement to it, fine. We would rather have no new community and an old bridge than construction traffic, dust, noise, lights, increased traffic from these 600+ new residents from Phase I and then several years down the road, possibly get a new overpass. We understand the Developers have a right to build based on the zoning for that land however we also understand that Corona has an obligation to the residents of it's city to make sure that it is built right and built smart. That is all that we are asking.

8

Thank you for your time,  
Becky Nelson  
Eagle Glen Neighborhood Watch

<http://www.pe.com/articles/homes-757905-new-city.html>

## Response to Letter I-9

### Becky Nelson

**Response to Comment I-9.1:** The comment regards general concerns about the proposed Arantine Hills Specific Plan Amendment. The City notes the commenter is opposed to the proposed Specific Plan modifications, and the City provides responses to the commenter's specific complaints in responses I-9.2 through I-9.8.

**Response to Comment I-9.2:** The comment regards concerns over the anticipated increase in traffic from the proposed development and the ability of the existing Cajalco Bridge to accommodate the anticipated traffic increase. Please refer to Master Response D: Traffic for a response.

**Response to Comment I-9.3:** The comment regards concerns about the insufficient commercial uses currently available and the additional strain the proposed project would have on the existing commercial uses. Please refer to Master Response A: Land Use / Commercial Properties for a response.

**Response to Comment I-9.4:** The comment regards concerns about an increase in emergency response time due to an increase in traffic and people resulting from the proposed project. As stated in Master Response D: Traffic, the City Police and Fire Departments require provisions for emergency access to, from, and within the proposed project. The gating of the community must meet City standards for emergency responder access. Just as the original Specific Plan provided for, the revised Specific Plan features two points of access from Eagle Glen Parkway. The access and circulation for the revised plan have been evaluated by the City's Traffic Engineer and Police and Fire Department personnel, and meet the requirements for proper circulation and emergency access. In accordance with the *Corona police Department Strategic Plan 2016-2019*, City emergency response time to life-threatening calls from the proposed project will be maintained within the five-minute range.<sup>38</sup>

The Arantine Hills development will also be annexed to the Public Services CFD, to pay their fair share of public safety services. In addition, each subdivision that would be proposed within the master plan must meet all City standards for emergency access with both the overall master plan and the individual subdivision maps. Please refer to Master Response D: Traffic for additional information.

**Response to Comment I-9.5:** The comment regards concerns about public access to parks and open space within the proposed gated Arantine Hills development. Please refer to Master Response B: Parks/Open Space for a response.

**Response to Comment I-9.6:** The comment regards concerns about overburdened schools further burdened by increased demand from the proposed Arantine Hills development. Please refer to Master Response C: Schools for a response.

**Response to Comment I-9.7:** The comment regards concerns about the increase in light and noise from the proposed Arantine Hills development. The comment also regards land use densities and potential visual impacts to the surrounding land uses.

The Arantine Hills Specific Plan Amendment (proposed project) provides for age-restricted rentals and reduces high density residential by 38% in favor of more low and medium density residential, which can include single family dwellings, duplexes, tri-plexes, four, six, and eight-plexes,

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<sup>38</sup> *Corona Police Department Strategic Plan 2016-2019*. Pages 2, 6, 7, and 9. City of Corona. February 2016.

townhomes, motor courts, and multi-family residences up to fifteen (15) dwelling units per acre, across the site when compared to the original Arantine Hills Specific Plan that was approved in 2012. Adherence to City requirements for architectural elements, design features, landscape requirements (as specified in the Specific Plan) will ensure a high-quality, consistent, and compatible development that will not substantially degrade the visual character or quality of the site. Additionally, the project site is separated from surrounding land uses by jurisdictional waterway restrictions and topographical differences, which create natural buffers. Development standards and design guidelines within the master plan will ensure a high-quality and consistent development compatible with the surrounding built environment and will also result in the project development being properly buffered from the existing, adjacent land uses. This project will be reviewed by the City for specific development plans as they are proposed and can be conditioned to provide written disclosures to inform future owners and occupants, where appropriate, regarding permitted land uses on properties adjacent to the project site.

Noise and glare were properly evaluated in the Environmental Impact Report for the original Arantine Hills Specific Plan that was approved in 2012, and the same mitigation measures carry forward with the Supplemental Environmental Impact Report that accompanies the revised project.<sup>39</sup> As a project design feature, exterior lighting is required to be directed downward to be contained as much as possible on the project site, just like it has been implemented with the existing development in the area. Noise levels are also governed by the Corona Municipal Code. A certain amount of ambient lighting is expected with any development, as well as typical noise associated with residential neighborhoods and small shopping centers. This project poses no greater impacts than those typified with the existing development in the area, and again, must be mitigated through design for minimal impact to surrounding properties.

**Response to Comment I-9.8:** The comment regards concerns about the change in scope from the Arantine Hills Specific Plan to the Arantine Hills Specific Plan Amendment, in particular the change in the timing of the Cajalco Bridge construction after Phase 1 instead of before Phase 1. Please refer to Master Response D: Traffic for information on the timing of the proposed Cajalco Bridge construction.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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<sup>39</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.14 Noise. Page 3-83. City of Corona. January 2016.*



**Letter I-10: Bob Livingston**

Dated February 8, 2016.

**From:** Bob Livingston [mailto:boblivingston119@gmail.com]  
**Sent:** Monday, February 08, 2016 5:23 PM  
**To:** Terri Manuel  
**Subject:** Arrentine Hills

Greetings Terri,

My name is Bob Livingston, I reside at 1605 Fairway Drive in "Eagle Glen" Corona. I am placing my complaint and desires with regard to the consideration of possible modifications that are being made to this project. I have pointed out some issues that should be made known as being triggers that the community at large is not happy about, I am certain you will hear from many of them as well as from me.

1

1.) Cajalco Bridge Modification: Apparently the Council and City Manager feel that they would like to consider allowing the developer of this project to put the building the bridge off till the project has either sold some or all of the homes to be built in this project. This bridge and roadway has already received an "F" by RCTC Terri, and trying to improve this roadway after construction begins is not only unacceptable, but irresponsible of the City.....I am the Former Chairman of the Corona Planning Commission and I would never allow this to pass if I were currently involved.

2

2.) Gated Community Allowance: As you may or may not know, gated communities are a disaster for Cities, mostly because it makes is very difficult for Emergency Services to enter the project. When I was on Planning Commission, we put a moratorium on gated communities for just this reason.....

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3.) One way in, one way out: I would like to propose that there be more than one entrance/exit into this community because having that many homes with only one access and entry is completely unsafe.....Especially in the event of a natural disaster...Adding two or three more ways in and out maybe inconvenient, but not out of the question, for example, having one more entrance and exit at Bedford Canyon and yet another at the back side of the development that would dump out onto Weirick.....

4

4.) Removal of commercial: The Eagle Glen Shopping Center is overloaded and with double the amount of homes now dumped in this area will create a serious hardship on all parties involved....Again, irresponsible and short sighted on the part of Planning Commission and Council.....

5

5.) Parks and Schools: That seems like a no brainer right? I have yet to see that being considered for the Infrastructure of this community and that just cannot go over looked....

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Please do not allow this developer to back door their way into doing things backwards. The cost will be not only inconvenience to the citizens of this community, but to the safety of the

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citizens here as well.

Warm Regards,

**Bob Livingston**

**Realtor**

**The Livingston Clark Team**

**Cal. BRE 01445313**

**951-235-5113**

**[BobLivingston119@gmail.com](mailto:BobLivingston119@gmail.com)**

Master Estate Home and Luxury Home Listing Specialist

Member Yorba Linda Masonic Lodge (Master Mason)

Remax Real Estate/Life Time Achievement Award Recipient

Homicide Detective Sgt. (Retired)

Former Campaign Chair (Re-Elect Mayor Steve Nolan to Corona City Council)

Former Campaign Chair (Elect Stand Skipworth to Corona City Council)

Corona Planning Commission (Past Chair)

Rotarian (Paul Harris Fellow)

Foundation for Community and Family Health (Past Director)

Corona High School Pep Squad Booster Club (Past President)

Corona Youth Sports Foundation (Past President)

## Response to Letter I-10

### Bob Livingston

**Response to Comment I-10.1:** The comment regards general concerns about the proposed Arantine Hills Specific Plan Amendment. The City notes the commenter is opposed to the proposed Specific Plan modifications, and the City provides responses to the commenter's specific complaints in responses I-9.2 through I-9.6.

**Response to Comment I-10.2:** The comment regards concerns over the timing of the proposed Cajalco Bridge improvements. Please refer to Master Response D: Traffic for information on the timing of the proposed Cajalco Bridge improvements.

**Response to Comment I-10.3:** The comment regards concerns over emergency access to gated communities. As stated in Master Response D: Traffic, the City Police and Fire Departments require provisions for emergency access to, from, and within the proposed project. The gating of the community must meet City standards for emergency responder access. Just as the original Specific Plan provided for, the revised Specific Plan features two points of access from Eagle Glen Parkway. The access and circulation for the revised plan have been evaluated by the City's Traffic Engineer and Police and Fire Department personnel, and meet the requirements for proper circulation and emergency access. In addition, each subdivision that would be proposed within the master plan must meet all City standards for emergency access with both the overall master plan and the individual subdivision maps.

**Response to Comment I-10.4:** The comment regards concerns over having only one entry/exit to the proposed Arantine Hills development, and the commenter recommends adding a second entry/exit on the south side of the proposed development to connect to Weirick Road. Just as the original Specific Plan provided for, the revised Specific Plan Amendment features two points of access from Eagle Glen Parkway. The access and circulation for the revised plan have been evaluated by the City's Traffic Engineer and Police and Fire Department personnel, and meet the requirements for proper circulation and emergency access. In addition, each subdivision that would be proposed within the master plan must meet all City standards for emergency access with both the overall master plan and the individual subdivision maps.

The County of Riverside Transportation and Land Management Agency recommends the proposed Arantine Hills Specific Plan Amendment should not route traffic south to Weirick Road.<sup>40</sup> As stated by the County of Riverside Transportation and Land Management Agency, the area between Weirick Road and the project consists of unimproved private roads unsuitable to support traffic from the proposed project.<sup>41</sup>

**Response to Comment I-10.5:** The comment regards concerns over the reduction of commercial land use under the Arantine Hills Specific Plan Amendment. Please refer to Master Response A: Land Use / Commercial Properties for a response.

**Response to Comment I-10.6:** The comment regards impacts the proposed Arantine Hills development would have on parks and schools. Please refer to Master Response B: Parks/Open Space and Master Response C: Schools for detailed responses.

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<sup>40</sup> Letter R-2. County of Riverside Transportation and Land Management Agency.

<sup>41</sup> *Ibid.*

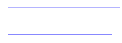
**Response to Comment I-10.7:** The comment regards general concerns about the proposed Arantine Hills Specific Plan Amendment. The City notes the commenter is opposed to the proposed Specific Plan modifications, and the City provides responses to the commenter's specific complaints in responses I-10.2 through I-10.6.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-11: Jose Alvarez**

Dated February 8, 2016.



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**From:** Jose Alvarez [mailto:alvarezdpt@gmail.com]  
**Sent:** Monday, February 08, 2016 2:34 PM  
**To:** Terri Manuel  
**Subject:** Arantine

Teri,

As a resident of Eagle Glen in Corona since 2003 I am highly concerned with the Arantine project and the number of homes scheduled to be built there. I also am not a fan of the "apartments style" condos which will attract lower income families.

More importantly, why is the developer not widening the cajalco overpass??? This is already a horrible drive during work days and especially during the holidays. Can you imagine what will happen with the added residents?!

Please re-consider

Respectfully

--

Jose Alvarez, DPT, OCS  
951-878-5673

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## **Response to Letter I-11**

### **Jose Alvarez**

**Response to Comment I-11.1:** The comment regards concerns over the density of the proposed Arantine Hills Specific Plan Amendment, in particular the construction of “apartment style” condominiums.

The Arantine Hills Specific Plan Amendment (proposed project) provides for age-restricted rentals and reduces high density residential by 38% in favor of more low and medium density residential, which can include single family dwellings, duplexes, tri-plexes, four, six, and eight-plexes, townhomes, motor courts, and multi-family residences up to fifteen (15) dwelling units per acre, across the site when compared to the original Arantine Hills Specific Plan that was approved in 2012. The project will be reviewed by the City for specific development plans as they are proposed, and adherence to City requirements for architectural elements, design features, landscape requirements (as specified in the Specific Plan) will ensure a high-quality, consistent development that is compatible with surrounding land uses.

**Response to Comment I-11.2:** The comment regards concerns about the existing congestion at the Interstate 15/Cajalco Road junction and the effects the proposed project would have at the junction. The commenter states implementation of the Arantine Hills Specific Plan Amendment will result in additional traffic congestion and requests the Cajalco Bridge be widened. Please refer to Master Response D: Traffic for a detailed explanation.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-12: Kari Broy**

Dated February 8, 2016.

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**From:** Kari Broy [mailto:blueeyes3079@gmail.com]  
**Sent:** Monday, February 08, 2016 2:20 PM  
**To:** Terri Manuel  
**Subject:** Fwd: Arantine Hills Project Concerns

Good Afternoon Ms. Manuel,

I have been a resident of Eagle Glen Community since 2001.

I am writing to you to express my concerns regarding Arantine Hills. I am disappointed to find that the developer is again trying to increase homes with the new revision and decrease the much needed commercial space.

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Also my main concern is the bridge as well as the gated community. The bridge off Cajalco is already grid locked during rush hours. Based on the original plans the builder was to improve the bridge PRIOR to any development. It should stay that way. If the builder wishes to build then the current residents should not be subject to the additional inconvenience that would result of the increase of homes in the area. The builder should also be required to provide enough commercial space to include another grocery store to avoid the extra gridlock at the already existing grocery store.

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If the developer builds then it should be an open community since new residents will have access to Eagle Glen's existing parks, Eagle Glen residents should have access to any future parks as well.

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Thank you for your time and I appreciate you standing up for our current residents to find a solution that fits both the needs of current residents and the builder's long term goals.

Sincerely,

Kari Broy  
[951.256.6042](tel:951.256.6042)

## **Response to Letter I-12**

### **Kari Broy**

**Response to Comment I-12.1:** The comment regards concerns about a proposed increase in the number of homes and decrease in commercial space under the proposed Arantine Hills Specific Plan Amendment. Please refer to Master Response A: Land Use / Commercial Properties for a response.

**Response to Comment I-12.2:** The comment regards concerns over the timing of the proposed Cajalco Bridge improvements and the anticipated gridlock at the existing commercial center in the community. Please refer to Master Response D: Traffic for information on the timing of the proposed Cajalco Bridge improvements. Also please refer to Master Response A: Land Use / Commercial Properties for information on the proposed commercial land uses.

**Response to Comment I-12.3:** The comment regards concerns about public access to parks and open space within the proposed gated Arantine Hills development. Please refer to Master Response B: Parks/Open Space for a response.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-13: Kathlene Zeeb**

Dated February 8, 2016.

# Letter I-13

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**From:** Kathy Zeeb [mailto:zeebzoo@gmail.com]  
**Sent:** Monday, February 08, 2016 6:21 PM  
**To:** Terri Manuel  
**Subject:** Arantine Hills project

Hello,

I am emailing you because I am concerned about the Arantine Hills project and its potential negative impact on my community of Eagle Glen. I am an original owner in Eagle Glen since 2001 and a resident of Corona since 1992. In the past I have felt that the city council has heard and responded to the concerns of the residents but this project and it's amendments has me questioning that.

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There is no question that the residents of Eagle Glen will be impacted by this major development. We are already crowded in the stores and streets. We were told originally that this Arantine Hills project would address these concerns by limiting the density of the residences, adding additional park space and adding more retail. In addition, we were promised that the Cajalco overcrossing would be improved before construction. It seems that most of these "promises" are now being dismissed. Eagle Glen was developed as a desirable master-planned community, and the development in Arantine Hills should complement Eagle Glen instead of degrading it.

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I would hope that the city council would consider the impact this project will have on its current residences and seek to ensure that the developer meets the needs of our community.

With concern,  
Kathlene Zeeb



## **Response to Letter I-13**

### **Kathlene Zeeb**

**Response to Comment I-13.1:** The comment regards general concerns about the proposed Arantine Hills Specific Plan Amendment. The City notes the commenter is opposed to the proposed Specific Plan Amendment, and the City provides responses to the commenter's specific concerns in responses I-12.2 through I-12.4.

**Response to Comment I-13.2:** The comment regards concerns about the housing density of the proposed Arantine Hills Specific Plan Amendment. The Arantine Hills Specific Plan Amendment (proposed project) provides for age-restricted rentals and reduces high density residential by 38% in favor of more low and medium density residential, which can include single family dwellings, duplexes, tri-plexes, four, six, and eight-plexes, townhomes, motor courts, and multi-family residences up to fifteen (15) dwelling units per acre, across the site when compared to the original Arantine Hills Specific Plan that was approved in 2012.

**Response to Comment I-13.3:** The comment regards concerns about the amount of proposed park/open space and commercial space under the Arantine Hills Specific Plan Amendment. Please refer to Master Response B: Parks/Open Space for details on proposed parks and open space. Also, please refer to Master Response A: Land Use / Commercial Properties for information on the proposed commercial land uses.

**Response to Comment I-13.4:** The comment regards concerns over the timing of the Cajalco Bridge construction in relation to implementation of the Arantine Hills Specific Plan Amendment. Please refer to Master Response D: Traffic for an explanation on the timing of the proposed Cajalco Bridge construction.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-14: Lynn Atkins**

Dated February 8, 2016.

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**From:** [LTAsells@aol.com](mailto:LTAsells@aol.com) [<mailto:LTAsells@aol.com>]

**Sent:** Monday, February 08, 2016 2:34 PM

**To:** Terri Manuel

**Subject:** Arantine Hills

My name is Lynn Atkins I live at 4413 Signature Drive, Corona. I am very angry at the city for not having the backbone to stand up to the developers. They had promised to rebuild the freeway interchange at Cajalco. Now you are giving them wiggle room to wait on that promise. Eagle Glen Parkway will be a nightmare to drive. In addition, with all the walkers on the street from the already 1600+ residences of Eagle Glen people will be not be safe from the traffic. People will get seriously injured & some will mostly likely die! If you proceed with the developers plan not to do what was **promised** you are allowing them to turn Eagle Glen Pkwy into a parking lot. All those new cars coming onto the Pkwy and no improvement to the interchange. WOW, you will have road rage for sure. This road is not equipped to handle the increased traffic . Because, I live near the top of the hill, it will take me forever to get to the bottom. Government never thinks of that what harm is it that the people in the neighborhood will really be faced with. Government is the cause of most of the problems not the solution. This decision is a grab for money to the coffers not in the neighborhood best interests.

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Also I do not think it is right that is right that we cannot use their parks etc., but they can use ours. If they want to keep others out. Eagle Glen residents can show ID to be admitted; or if you don't like that, than come up with something yourself.

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All I know is that everyone I talk to up here is angry with how you are letting them proceed. Between this project and the Apartments at Dos Lagos will have traffic jams galore. We already have gridlock on the freeway between Temescal Canyon and El Cerito and this is only going to make Cajalco a nightmare.

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Please, Please, take all of this into consideration and think of all the people who live here now instead of the money grab.

Thank you for your consideration.

Lynn Atkins

## **Response to Letter I-14**

### **Lynn Atkins**

**Response to Comment I-14.1:** The comment regards concerns over the timing of the Cajalco interchange improvements and the effects the Arantine Hills Specific Plan Amendment would have on traffic in the community. Please refer to Master Response D: Traffic for a detailed response.

**Response to Comment I-14.2:** The commenter is stating her opinion on Government efficacy toward the proposed project. These statements constitute opinions and observations that do not address the environmental analysis contained in the Draft SEIR. The City Council will consider all stated opinions and comments on the project and SEIR prior to making any decisions regarding the proposed project.

**Response to Comment I-14.3:** The comment regards concerns about public access to parks and open space within the proposed gated Arantine Hills development. Please refer to Master Response B: Parks/Open Space for a response.

**Response to Comment I-14.4:** The commenter is stating her opinion on community sentiment toward the proposed project and cumulative traffic impacts from the proposed project. Opinions on community sentiment do not address the environmental analysis contained in the Draft SEIR. The City Council will consider all stated opinions and comments on the project and Draft SEIR prior to making any decisions regarding the proposed project. Please refer to Master Response D: Traffic for information on traffic concerns.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-15: Leonard Atkins**

Dated February 8, 2016.

# Letter I-15

**From:** Leonard Atkins [mailto:[lenbike100@gmail.com](mailto:lenbike100@gmail.com)]  
**Sent:** Monday, February 08, 2016 2:44 PM  
**To:** Terri Manuel  
**Subject:** Arantine Hills

My name is Leonard Atkins I live at 4413 Signature Drive, Corona. I am so angry at the city for caving to these builders. They promised to rebuild the freeway interchange at Cajalco and you guys are letting them off the hook. If you lived here you would be livid like me. You are allowing them to turn Eagle Glen Pkw into a parking lot. All those cars coming onto the Pkw and no improvement to the interchange. WOW you will have road rage for sure. This road is not equiped to handle the increased traffice. Because I live near the top it will take me forever to get to the bottom. You people in Govt never think of the people all you think of is how much more money will come into the city so I can screw the citizens.

Also I do not think it is right that is right that we cannot use their parks but they can use ours. If they want to keep others out than let it be if we show ID that we live in Eagle Glen we get admission. Or if you don't like that than come up with something yourself.

All I know is that everyone I talk to up here is angry with how you are letting them proceed. Between this project and the Apts at Dos Lagos will will have traffice jams galore. We already have gridlock on the freeway between Temescal Canyon and El Cirito and this is only going to make Cajalco a nightmare.

Please Please take all of this into consideration and think of all the people who live here now instead of money.

Thank you for your consideration.

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## **Response to Letter I-15**

### **Leonard Atkins**

**Response to Comment I-15.1:** The comment regards concerns about roadway improvements to the Cajalco interchange. Please refer to Master Response D: Traffic for an explanation of roadwork timing.

**Response to Comment I-15.2:** The comment regards concerns about access to parks included in the proposed project. Please refer to Master Response B: Parks/Open Space, which explains issues regarding parkland requirements and access.

**Response to Comment I-15.3:** The comment regards concerns about cumulative traffic impacts from the proposed project. The Commenter is directed to review Master Response D: Traffic for a detailed response.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-16: Annie Duenas**

Dated February 9, 2016.

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**From:** Annie Duenas [mailto:duenas814@att.net]  
**Sent:** Tuesday, February 09, 2016 10:03 AM  
**To:** Terri Manuel  
**Subject:** Concerns about Arantine Hills

Ms. Manuel,

I am writing you today as a concerned Corona resident, who lives in the Eagle Glen community. I have lived in Corona my entire life and have seen this great city grow by leaps and bounds. While I am happy to know that people want to live in our great city, I don't see all aspects of development in our city being considered equally.

The Bedford Wash has had many different plans on the table for years now. Now that the Arantine project has become the latest and most solid plan I find many concerns in this development. The top concern of mine is the Cajalco Bridge. Originally, the bridge was required to be updated and brought code before any development could be started in the Bedford Wash. Now Arantine Hills says they will foot the bill up front and fix the bridge but after they start development. How is this even feasible? The bridge is already rated a F. I find it appalling that the city of Corona is fine with letting residents, semi's, and consumers drive that bridge on a daily basis. The bridge is a mere few miles from a fault line. What happens when there is a sizable earthquake, or other natural disaster? Whether there is money in the City's budget or not this should have been top priority years ago. Is there only a contingency plan for when the bridge fails? Corona does not need another community to add to the stress of the bridge.

The next concern of mine with the Arantine Hills community is how the plans keep changing. While the Eagle Glen residents can voice their concerns, I can say that our community feels that the Arantine Hills developers find us as a nuisance. They do not want to hear from us and the community will not be built to any benefit of ours. More houses, condos, and townhomes will create more traffic and overpopulated schools. The plans have been changed so many times that I find it hard to believe anyone would be really happy with the development.

What Corona needs is better transportation avenues. It is great that the 91 freeway is being updated. But how long will that improvement benefit commuters when thousands of homes are being added? We need a better way to get in and out of our city. A freeway, Tollroad, tunnel, even a slip and slide would be a better fit for the Bedford Wash. I joke about a slip and slide, but really any kind of road would be better than a community.

Please hear the voices of The Eagle Glen residents. If need be we can start a petition and go door to door. They many not be calling or writing but we are not happy about the Arantine Hills development. Please let me know what we can do to have our voices heard and considered.

Number one priority should be to fix the bridge. Nothing else should be considered or approved before that is completed.

I thank you for your time.  
Respectfully,  
Annie Duenas

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## Response to Letter I-16

### Annie Duenas

**Response to Comment I-16.1:** The City notes the commenter is a concerned resident of the community who has lived in Corona her entire life.

**Response to Comment I-16.2:** The comment regards concerns over the timing of the Cajalco Bridge construction in relation to implementation of the Arantine Hills Specific Plan Amendment, as well as the safety of the Cajalco Bridge. The specifications of the proposed improvements to the Cajalco interchange, including the bridge overpass, will be coordinated between the City and Caltrans as a separate project (Cajalco Road/I-15 Interchange Project) unrelated to the proposed Arantine Hills Specific Plan Amendment. The Cajalco Road/I-15 Interchange project will include a new 6-lane bridge over Interstate 15 and is subject to its own environmental review process pursuant to Caltrans requirements. Due to the timing of the environmental certification for the Cajalco Road/I-15 Interchange Project, the Caltrans environmental document(s) are subject to NEPA/CEQA Re-validation and also subject to their own public comment period independent of the Arantine Hills Specific Plan Amendment. Please refer to Master Response D: Traffic for additional information.

**Response to Comment I-16.3:** The comment regards general concerns about amending the Arantine Hills Specific Plan and the impacts the proposed Specific Plan Amendment would have on traffic and schools. As a result of amendments proposed to the Arantine Hills Specific Plan, the project is subject to a Supplemental Environmental Impact Report (SEIR) to assess any changes in the conclusions originally reached in the previously certified EIR attributable to either: 1) change in a project; 2) change in the circumstance under which a project is undertaken; or 3) introduction of new information of substantial importance that was not known at the time the previous EIR was certified. The reason for preparation of this SEIR primarily relates to the first condition (i.e., change in a project), because the project definition contained in the current proposals requested by the project applicant differ from the project that was approved as part of the certified EIR.<sup>42</sup>

The proposed Arantine Hills Specific Plan Amendment would result in a change in the land use patterns and densities in comparison to the approved Specific Plan. Additionally, the project applicant proposes a General Plan Amendment, Tentative Tract Map, and a Development Agreement. The change in the project includes a reduction in commercial land uses, elimination of mixed-use land uses, changes in the type of residential development, expansion of residential development into the areas previously approved for commercial and mixed-use areas, a reduction in the acreage of parks, and an increase in open space. The Specific Plan Amendment also includes three design options to convey storm flows to protect the proposed residential and commercial uses as well as the existing Bedford Canyon Wash.

The purpose of this document (SEIR) is to evaluate proposed changes to the project which was originally analyzed in the Arantine Hills Specific Plan EIR certified by the City in 2012 and to demonstrate that an SEIR is the appropriate document under CEQA in accordance with Public Resources Code (PRC) Section 21000 et seq. and the CEQA Guidelines (14 California Code of Regulations [CCR] Section 1500 et seq.) to evaluate these changes.

The Approved Specific Plan EIR was certified by the City of Corona as the Lead Agency under CEQA for the project. In accordance with CEQA Guidelines (Sections 15162 and 15163), this

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<sup>42</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093.* City of Corona, July 2012.

Supplement to the Certified EIR has been prepared and circulated for public comment in order to address the potential environmental impacts of the proposed changes in Specific Plan land uses. Please refer to Master Response D: Traffic for information on traffic impacts. Also, please refer to Master Response C: Schools for information on impacts to schools.

**Response to Comment I-16.4:** The comment regards concerns over the general increase in traffic and inadequacy of existing roads to support the implementation of the Arantine Hills Specific Plan Amendment. Please refer to Master Response D: Traffic for a detailed explanation.

**Response to Comment I-16.5:** The comment regards general opposition of the proposed Arantine Hills Specific Plan Amendment and concern about being acknowledged as an opponent to the project. The City notes the commenter is opposed to the proposed Arantine Hills development, and the City provides responses to the commenter's specific complaints in responses I-16.1 through I-16.3 and I-16.5.

**Response to Comment I-16.6:** The comment reiterates concerns over the timing of the Cajalco Bridge construction in relation to implementation of the Arantine Hills Specific Plan Amendment. Please refer to Response to Comment I-16.1 and Master Response D: Traffic for additional information.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

**Letter I-17: Josh Huber**

Dated February 9, 2016.

# Letter I-17

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**From:** Joshua Huber [mailto:joshhuber18@hotmail.com]  
**Sent:** Tuesday, February 09, 2016 11:08 AM  
**To:** Terri Manuel  
**Cc:** Eugene Montanez; Jason Scott; Karen Spiegel; Dick Haley; Randy Fox; Darrell Talbert  
**Subject:** Arantine Hills

Dear Terri Manuel,

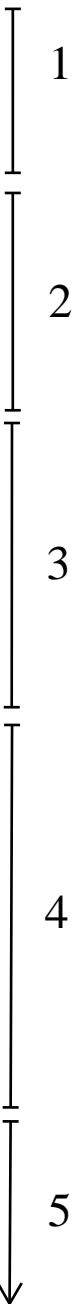
I live at 1812 Willowbluff Dr and I have some concerns regarding the new proposal brought forth by the developer of the Arantine Hills project. Let me start by saying, I 100% understand a develop has already been approved, but would like to keep the quality of life my family and I have become accustomed to.

Traffic in Southern CA is an evil we live with but usually have alterative means of getting around. If the 91 looks bad, take the 60 or wait a few hours. I live in the Eagle Glen develop and know first hand the traffic struggles we already face. There is one way in and one way out. As it currently sits, the roads and Cajalco overpass cannot handle the existing traffic and adding 1800 homes without expanding the roads/overpass FIRST (as originally approved) will hurt everyone! Fire Station #7 resides on the west side of the 15 freeway, but the Engine and crew make rounds throughout the day and respond to calls all over. If the existing roads/overpass are not upgraded first, Emergency response will slow to respond. If Engine #7 is on the east side of the 15, and an emergency call comes in needing services on the west side, there is a real possibility that with all the new cars on the overpass, and going west on Eagle Glen, the Fire Dept will be delayed. Even if the overpass takes until 2020 for proper funding, at least we are not setting ourselves up for failure.

Another concern is the reduction of commercial and open space to allow for MORE homes in Arantine Hills. The existing commercial in that area is already strained, try eating at Macaroni Grill (In The Crossings) or Wood Ranch (In Dos Lagos). Every restaurant has an hour wait, which causes me to search for restaurants outside the area, e.g. OC, Rancho Cucamonga, or even Riverside. Lets get some "mom and pop" shops into that new commercial space.

Stator Bros is the only commercial grocery store within a few miles and is worse than heading to Costco on a Saturday. Please keep the original approved commercial space on the east side along the 15 freeway.

A gated community? That wash has some of the nicest open land that will become off-limits to everyone outside the gate. The original approved plan had beautiful wide open areas for everyone to enjoy, and I believe most people would take advantage of the parks and open spaces. In conclusion, I understand a development will eventually be built but we need to





# Letter I-17

hold the developer to the contract he purchased. Build the bridge first, keep the original commercial and parks/open space.

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Thank you,  
Josh Huber

## Response to Letter I-17

### Josh Huber

**Response to Comment I-17.1:** The commenter states he understands the development has been approved, but he has concerns about the proposed Arantine Hills Specific Plan Amendment. The City notes the commenter is opposed to the proposed Specific Plan modifications, and the City provides responses to the commenter's specific complaints in responses I-17.2 through I-17.5.

**Response to Comment I-17.2:** The comment regards concerns over the timing of the Cajalco Bridge construction in relation to implementation of the Arantine Hills Specific Plan Amendment. Please refer to Master Response D: Traffic for an explanation on the timing of the proposed Cajalco Bridge construction.

**Response to Comment I-17.3:** The comment regards concerns over the proposed project's impacts to emergency response to the surrounding community. The City Police and Fire Departments require provisions for emergency access to, from, and within the proposed project. Just as the original plan provided for, the revised plan features two points of access from Eagle Glen Parkway. The access and circulation for the Arantine Hills Specific Plan Amendment have been evaluated by the City's Traffic Engineer and Police and Fire Department personnel and meet the requirements for proper circulation and emergency access. Construction activities that could temporarily restrict vehicular traffic will be subject to a Traffic Management Plan as part of the building permit that will require adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. In addition, each subdivision that would be proposed within the master plan must meet all City standards for emergency access with both the overall master plan and the individual subdivision maps.

The gating of the community must meet the standards for emergency responder access. There are gated communities all over the city that function well because they are equipped with the necessary access provisions as required by the Fire Department and the Police Department. The requirements of this project would be no different. Furthermore, the project will include privately maintained streets and parkways, which is normal in master planned gated communities.

The transportation element of the Supplemental Environment Impact Report is based on a traffic impacts analysis that addresses the scaled down version of the master plan. The revised plan eliminates mixed uses and reduces the amount of commercial acreage. The elimination of acreage devoted to mixed uses and reduction in acreage devoted to commercial uses equates to a *reduction* of almost 11,000 average daily vehicle trips (10,896) within the Arantine Hills Specific Plan while maintaining the same number of proposed dwelling units (1,806), albeit at a lower residential density than previously proposed. The new traffic impacts analysis was prepared to analyze the revised project based on the less intense land uses. Another important factor in the traffic impacts analysis is that it also takes into account broader circulation improvements that are being implemented unrelated to this project, but ultimately resulting in better overall circulation in the area.

Development and implementation of the Arantine Hills Specific Plan Amendment will be designed, constructed, and operated per applicable standards for new development in regard to public safety and fire prevention/protection standards established by Corona Police Department, Corona Fire Department, and/or the City, or State. Such requirements may include (but are not limited to) provisions for smoke alarms; sprinklers; building and emergency access; adequate emergency notification; and hydrant sizing, pressure, and siting. The development of the Arantine Hills Specific Plan Amendment commercial uses will not cause fire staffing, facilities, or equipment to operate at a

deficient level of service. In addition, the project will be required to pay development fees used to fund capital costs associated with constructing new public safety and fire-fighting structures and purchasing equipment for new public safety and fire-fighting structures and services. The Arantine Hills development will also be annexed to the Public Services CFD, to pay their fair share of public safety services.

**Response to Comment I-17.4:** The comment regards concerns over the proposed reduction of commercial space. Please refer to Master Response A: Land Use/Commercial Properties for details on the proposed use of commercial space.

**Response to Comment I-17.5:** The comment regards concerns about public access to parks and open space within the proposed gated Arantine Hills development, specifically along Bedford Wash. Please refer to Master Response B: Parks/Open Space for details on public access to Bedford Wash within the Arantine Hills development.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-18: Kim and Daryl Lord**

Dated February 9, 2016.

# Letter I-18

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**From:** Kim Lord [mailto:kimabet1@yahoo.com]  
**Sent:** Tuesday, February 09, 2016 10:36 AM  
**To:** Terri Manuel  
**Subject:** Fw: Arantine Hills Development

On Tuesday, February 9, 2016 10:14 AM, Kim Lord <[kimabet1@yahoo.com](mailto:kimabet1@yahoo.com)> wrote:

Why am I taking the time to write this? Because I love living in Eagle Glen. I love my home, my neighbors, the surrounding areas, and the convenience of shopping in the area. We bought our home at 4098 Bennett, in December 2012. It was a quiet neighborhood. Nicely landscaped. Eagle Glen was where I could see myself living for many years. Then the 91/15 freeway construction began. Our quiet little neighborhood turned into what sounds like a raceway. Thousands of people decided that Masters was the perfect short-cut to the 15. I can't even begin to explain what we have seen and heard in the last few months. People are driving on Masters like it's their own personal speedway. I guarantee that most are speeding, and a HUGE majority are simply ignoring the stop signs. I've stood outside and watched cars speed through the intersection without stopping, hundreds of times. I've called the police and nothing has changed.

This brings me to the subject of Arantine Hills. When we attended the meeting at Eagle Glen Golf Course, the developers and their representatives stood there and lied to us telling us that before any homes were built that the Cajalco bridge and on and off ramps would be upgraded. Come to find out, this was a lie. Now we are learning that the upgrade won't happen until some or all of the proposed 1,800 homes are built and sold!!

They also told us that there would be plenty of park space throughout the entire development for all to enjoy. Come to find out, that this was a lie. Now we are learning that not only do they want to decrease the park space but that we would be trespassing if we wanted to walk over there!!!!!! Of course it will be ok for them to use our parks and paths. Unbelievable!!!!

A huge "selling point" at that meeting was that there would be plenty of retail and commercial property in the development. This was a lie. Come to find out that they now want to decrease the retail and commercial property. Have you shopped at Stater Brothers lately? It's extremely crowded even on a slow day!!! Many times you have to drive around for a while just to try to find a parking space. Is there going to be

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# Letter I-18

a grocery store over there? And-- will we be able to use it, or will it be behind locked gates??? You might argue that we should try Trader Joes. Yes- that is an option but how many new dwellings are being built over there?? That area is doomed for overcrowding. Although it's less than 2 miles from my home, one day it took 45 minutes to drive home on surface streets from Trader Joes!!!! What is going to happen when all of those condo/apartments are occupied? Thousands more cars on the roads with nowhere to go. Just gridlock!!! Who's idea was this??? Have you or anyone on the city planning commission ever spent any time over here?



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Yes- the freeway situation is temporary, but adding a gated development that is larger than Eagle Glen with 1,800 homes will result in more congestion on the roads and a lower quality of life for everyone. By the way, NOBODY at the above mentioned meeting said anything about this development being gated and that we would be trespassing if we wanted to walk or use the parks. Another lie/omission. When we bought our house we heard that the mayor referred to Eagle Glen as being the "crown jewel" of Corona. So much for that.



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This is outrageous and we are going to do everything we can to prevent this project from moving forward.



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Kim and Daryl Lord

## **Response to Letter I-18**

### **Kim and Daryl Lord**

**Response to Comment I-18.1:** The commenters are expressing their concern over the existing traffic conditions in their community. These statements constitute opinions and observations that do not pertain to the environmental analysis contained in the Draft EIR. The City Council will consider all stated opinions and comments on the project and EIR prior to making any decisions regarding the proposed project.

**Response to Comment I-18.2:** The comment regards concerns about the timing of planned roadway improvements under the proposed project. Please refer to Master Response D: Traffic for an explanation of planned improvements and their timing.

**Response to Comment I-18.3:** The comment regards concerns about access to parks included in the proposed project. Please refer to Master Response B: Parks/Open Space, which explains issues regarding parkland requirements and access.

**Response to Comment I-18.4:** The comment regards concerns about the decrease in commercial uses proposed by the Arantine Hills Specific Plan Amendment. Please refer to Master Response A: Land Use/Commercial Properties for an explanation of commercial uses under the proposed project.

**Response to Comment I-18.5:** The comment regards concerns with traffic impacts of the proposed project. In addition, the commenters are expressing frustration with the gated community proposed by the project. For traffic impacts, please refer to Master Response D: Traffic for additional information. Use of parks is addressed in Master Response B: Parks/Open Space. The remainder of this section constitutes opinions and observations that do not address the environmental analysis contained in the Draft SEIR.

**Response to Comment I-18.6:** The City notes the commenters are opposed to the proposed Arantine hills Specific Plan Amendment. The City provides responses to the commenters' specific concerns in responses to comments I-18.1 through I-18.5.

**Note:** These comments do not result in the need to revise the Draft SEIR document.



**Letter I-19: Michelle Monroe (Cravens)**

Dated February 9, 2016.

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-----Original Message-----

From: Michelle Monroe [<mailto:michelle@michellemonroestudios.com>]

Sent: Tuesday, February 09, 2016 8:19 AM

To: Terri Manuel

Subject: Arantine development

Hello again

I emailed you a few weeks ago about the condos going in across the street from your project. We are now understanding the development does not have enough water for the project and we'll be imposing on the use of our wells. This cannot happen California has been in a water shortage for over 5 years I will not release any water that goes towards our live stock of horses and our family's Please respond

Sent from my iPhone

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## **Response to Letter I-19**

**Michelle Monroe (Cravens)**

**Response to Comment I-19.1:** The comment regards concerns about the proposed project depleting local supplies of groundwater. The commenter is directed to review Master Response E: Water Supply for an explanation of the project's groundwater usage.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-20: Nichole Reyes**

Dated February 9, 2016.

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**From:** Nichole Reyes [<mailto:nichole.reyes106@yahoo.com>]  
**Sent:** Tuesday, February 09, 2016 9:14 AM  
**To:** Terri Manuel; Eugene Montanez; Jason Scott; Karen Spiegel; Dick Haley; Randy Fox; Darrell Talbert  
**Subject:** Arantine Hills Project concerns

All -

As a resident of Eagle Glen, this new housing project is of great concern. It's my understanding that the original plans that were approved have now been amended. What was promised/approved originally has now been removed from the plans completely and allows for the big developers to get what they are seeking (\$\$\$) at the detriment of our already established community.

It was agreed by city officials that we needed more commercial/retail space (mainly a grocery store), not more housing. The approval in 2012 stated that no homes could be built until the Cajalco bridge improvements were completed to allow for the increase in traffic (which is already overburdened and will only get worse when the Foothill corridor is completed) BEFORE building begins. The Riverside County Transportation Commission claims that the 15 freeway between Weirick and El Cerrito roads is already rated at an F on a scale of A to F. Also, more parks/green space was needed, which now looks like it will be behind gates. Arantine Hills can access our parks, but we can't access theirs?

Remember statements previously made in this article <http://www.pe.com/articles/homes-757905-new-city.html> ? Why are these issues now suddenly no longer a concern?

Then there's the additional crime that will occur when a new community that's larger than the size of Eagle Glen is established. Footpaths will lead directly into our community. Has it been agreed to by CPD that the substation on Bedford Canyon will be fully manned and not just used to write reports?

There were 4 things the developer promised that made Arantine Hills even mildly tolerable: no high-density housing, additional park/rec area, additional retail and overpass improvements before the development. Apparently none of that is part of the plan now???

How can these amendments be approved when they've taken away everything that would make this development successful in our community (besides being successful to the pockets of the Developer)? Why would this even be considered?

The Cajalco bridge is not great, but fine as-is for the community as it stands today. If this Development gets approved, then the bridge must be completed BEFORE DEVELOPMENTN BEGINS.

## Response to Letter I-20

### Nichole Reyes

**Response to Comment I-20.1:** The comment regards concern over the changes proposed in the Arantine Hills Specific Plan Amendment<sup>43</sup> compared to the project described in the Certified EIR.<sup>44</sup> These statements constitute opinions and observations that do not address the environmental analysis contained in the Draft SEIR. The City Council will consider all stated opinions and comments on the project and EIR prior to making any decisions regarding the proposed project.

**Response to Comment I-20.2:** The Commenter is requesting increased commercial/retail space in the City. Please refer to Master Response A: Land Use/Commercial Properties for an explanation of commercial uses in the proposed project.

**Response to Comment I-20.3:** The Commenter is requesting roadway improvements to the Cajalco interchange occur prior to project implementation. Please refer to Master Response D: Traffic for an explanation of planned improvements to the Cajalco interchange.

**Response to Comment I-20.4:** The comment regards concern about access to parks included in the proposed project. Please refer to Master Response B: Parks/Open Space, which explains issues regarding parkland requirements and access.

**Response to Comment I-20.5:** The comment regards general concerns about amending the Arantine Hills Specific Plan, and the commenter directs the City to an article discussing the changes to the proposed project. As a result of amendments proposed to the Arantine Hills Specific Plan, the project is subject to a Supplemental Environmental Impact Report (SEIR) to assess any changes in the conclusions originally reached in the previously certified EIR attributable to either: 1) change in a project; 2) change in the circumstance under which a project is undertaken; or 3) introduction of new information of substantial importance that was not known at the time the previous EIR was certified. The reason for preparation of this SEIR primarily relates to the first condition (i.e., change in a project), because the project definition contained in the current proposals requested by the project applicant differ from the project that was approved as part of the certified EIR.<sup>45</sup>

The proposed Arantine Hills Specific Plan Amendment would result in a change in the land use patterns and densities in comparison to the approved Specific Plan. Additionally, the project applicant proposes a General Plan Amendment, Tentative Tract Map, and a Development Agreement. The change in the project includes a reduction in commercial land uses, elimination of mixed-use land uses, changes in the type of residential development, expansion of residential development into the areas previously approved for commercial and mixed-use areas, a reduction in the acreage of parks, and an increase in open space. The Specific Plan Amendment also includes three design options to convey storm flows to protect the proposed residential and commercial uses as well as the existing Bedford Canyon Wash.

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<sup>43</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093.* City of Corona. January 2016.

<sup>44</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093.* City of Corona, July 2012.

<sup>45</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093.* City of Corona, July 2012.

The purpose of this document (SEIR) is to evaluate proposed changes to the project which was originally analyzed in the Arantine Hills Specific Plan EIR certified by the City in 2012 and to demonstrate that an SEIR is the appropriate document under CEQA in accordance with Public Resources Code (PRC) Section 21000 et seq. and the CEQA Guidelines (14 California Code of Regulations [CCR] Section 1500 et seq.) to evaluate these changes.

The Approved Specific Plan EIR was certified by the City of Corona as the Lead Agency under CEQA for the project. In accordance with CEQA Guidelines (Sections 15162 and 15163), this Supplement to the Certified EIR has been prepared and circulated for public comment in order to address the potential environmental impacts of the proposed changes in Specific Plan land uses. Please refer to Master Response A: Land Use/Commercial Properties for an explanation of commercial uses in the proposed project. Please refer to Master Response D: Traffic for information on traffic impacts.

**Response to Comment I-20.6:** The comment regards concerns about police services in the project area. The City Police and Fire Departments require provisions for emergency access to, from, and within the proposed project. The access and circulation for the Arantine Hills Specific Plan Amendment have been evaluated by the City's Traffic Engineer and Police and Fire Department personnel and meet the requirements for proper circulation and emergency access. Development and implementation of the Arantine Hills Specific Plan Amendment will be designed, constructed, and operated per applicable standards for new development in regard to public safety and fire prevention/protection standards established by Corona Police Department, Corona Fire Department, and/or the City, or State. The development of the Arantine Hills Specific Plan Amendment will not cause police staffing, facilities, or equipment to operate at a deficient level of service. In addition, the project will be required to pay development fees used to fund public services. The Arantine Hills development will also be annexed to the Public Services CFD, to pay their fair share of public safety services.

**Response to Comment I-20.7:** The comment regards concerns about several aspects of the Arantine Hills Specific Plan Amendment: Inclusion of high-density housing, reduction of public park area, reduction of commercial space, and changes to the timing of traffic improvements are questioned. In regard to high-density housing, the City asserts the Specific Plan is composed primarily of medium and low density housing. In fact, the Arantine Hills Specific Plan Amendment reduces high density uses by 38 percent from the approved Specific Plan. Please refer to Master Responses A (Land Use/Commercial Properties), B (Parks/Open Space), and D (Traffic) for additional information.

**Response to Comment I-20.8:** The commenter is stating her opinion on the success of the proposed development, and she has concerns about the proposed amendments to the Arantine Hills Specific Plan. The commenter's opinions on the success of the proposed development do not address the environmental analysis contained in the Draft SEIR. The City Council will consider all stated opinions and comments on the project and Draft SEIR prior to making any decisions regarding the proposed project. Regarding the proposed amendments, the commenter appears to reiterate her concerns in comment I-17.5, for which a response is provided in Response to Comment I-17.5 above.

**Response to Comment I-20.9:** The commenter is requesting roadway improvements to the Cajalco interchange occur prior to project implementation. Please refer to Master Response D: Traffic for an explanation of planned roadway improvements and their timing.

**Note:** These comments do not result in the need to revise the Draft SEIR document.



**Letter I-21: Suzanne MacConnell**

Dated February 9, 2016.

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**From:** Suzanne MacConnell [mailto:suzannmac@yahoo.com]  
**Sent:** Tuesday, February 09, 2016 8:17 AM  
**To:** Terri Manuel  
**Cc:** Eugene Montanez; Jason Scott; Karen Spiegel; Randy Fox; Darrell Talbert; Dick Haley  
**Subject:** Arantine Hills Development

As a resident of Eagle Glen, I am very concerned about increased traffic in this neighborhood and on the 15 freeway when the Arantine Hills Project is started. Please continue to insist that the developer wait until after the expansion of the Cajalco overpass before new houses are built. Also, please continue to insist on increased commercial sites and lower density housing. Please do not allow the developer to start building until after the bridge has been completed.

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Thank you,  
Suzanne MacConnell  
1793 Honors Lane  
Corona, CA

## **Response to Letter I-21**

### **Suzanne MacConnell**

**Response to Comment I-21.1:** The comment regards concerns about the timing of roadway improvements to the Cajalco interchange in relation to implementation of the Arantine Hills Specific Plan Amendment. Please refer to Master Response D: Traffic for an explanation of planned roadway improvements and their timing.

**Response to Comment I-21.2:** The commenter requests increased commercial uses and low density housing. The City asserts that the proposed project has actually reduced high density residential uses by 38 percent from the original Specific Plan in favor of low and medium density residential, which can include single family dwellings, duplexes, tri-plexes, four, six, and eight-plexes, townhomes, motor courts, and multi-family residences up to 15 dwelling units per acre, across the site. Please refer to Master Response A: Land Use/Commercial Properties for an explanation of commercial uses in the proposed project.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-22: Terry Morairty**

Dated February 09, 2016.

-----Original Message-----

From: Terry Morairty [<mailto:tpmora@sbcglobal.net>]

Sent: Tuesday, February 09, 2016 8:33 AM

To: Terri Manuel

Cc: Terry Morairty

Subject: Arantine Hills development.

Hello Ms. Manuel.

I am writing you to express my concern for the Arantine Hills project. My main concern is the Cajalco bridge. This area simply cannot stand any more traffic. As you probably already know the RCTC has graded the 15 freeway between Weirick and ElCerrito roads as an "F" on a scale of A to F. This is now a matter of safety not just an inconvenience. Temescal Valley is home to many retired people. Are citizens going to die trying to get to the hospital in the case of a heart attack or even a bad accident? Who will be responsible if this happens? What about in the event of a natural disaster? Will we be stuck with no way out? In my opinion, it is unconscionable for the city of Corona to approve this plan without requiring the developer to upgrade the Cajalco Bridge and freeway onramps first. The project manager Bill told me they have a huge investor behind them. If they have such a big investor, it seems like they should be able to build the infrastructure first and not after adding even more traffic to an already horribly congested area. Building in the Bedford wash also eliminates the possibility of ever getting an alternate route through or over the Santa Ana mountains to Orange County leaving this area forever mired in traffic.

This project will also deeply impact our rural lifestyle in the Weirick Road neighborhood. I have to ask, how can the city justify building two-story condos that look exactly like apartments 100 feet away from million dollar rural, 5 acre animal keeping properties? This is a recipe for many problems and complaints down the road.

There are many more concerns but for now I hope you reconsider this project. It is the wrong project for the area and will impact the life styles of many people.

Thank you.

Terry Morairty

8145 Weirick Rd.

Temescal Valley, Ca. 92883

951-277-2545

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## **Response to Letter I-22**

### **Terry Morairty**

**Response to Comment I-22.1:** The commenter has concerns about the current traffic conditions in the area and requests roadway improvements to the Cajalco interchange occur prior to project implementation. Please refer to Master Response D: Traffic for a response.

**Response to Comment I-22.2:** The commenter is concerned about high density uses included in the proposed Arantine Hills Specific Plan Amendment abutting rural residential homes. The Arantine Hills Specific Plan Amendment (proposed project) eliminates apartments for families and reduces high density by 38% in favor of more low and medium density across the site when compared to the original Arantine Hills Specific Plan that was approved in 2012. Adherence to City requirements for architectural elements, design features, landscape requirements (as specified in the Specific Plan) will ensure a high-quality, consistent, and compatible development that will not substantially degrade the visual character or quality of the site. Additionally, the project site is separated from surrounding land uses by jurisdictional waterway restrictions and topographical differences, which create natural buffers. Development standards and design guidelines within the master plan will ensure a high-quality and consistent development compatible with the surrounding built environment and will also result in the project development being properly buffered from the existing, adjacent land uses. This project will be reviewed by the City for specific development plans as they are proposed and can be conditioned to provide written disclosures to inform future owners and occupants, where appropriate, regarding permitted land uses on properties adjacent to the project site.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-23: Rana Rizwan**

Dated February 10, 2016.

**From:** Rana Rizwan [<mailto:rizrana@gmail.com>]  
**Sent:** Wednesday, February 10, 2016 12:27 PM  
**To:** Terri Manuel  
**Subject:** Corona Resident

Terri,

As a Corona & Eagle Glenn resident, i have grave concerns about increase of high density units becoming part of new development plans. Furthermore, we do not appreciate the fact that most or all of improvements will be gated and not open to existing residents. As a representative, you MUST address these concerns diligently- Developer seems to be very vague and reluctant to commit on over pass construction.

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Regards-

## Response to Letter I-23

### Rana Rizwan

**Response to Comment I-23.1:** The commenter is concerned about high density uses included in the proposed Arantine Hills Specific Plan Amendment. The Arantine Hills Specific Plan Amendment (proposed project) provides for age-restricted rentals and reduces high density by 38% in favor of more low and medium density residential, which can include single family dwellings, duplexes, triplexes, four, six, and eight-plexes, townhomes, motor courts, and multi-family residences up to fifteen (15) dwelling units per acre, across the site when compared to the original Arantine Hills Specific Plan that was approved in 2012.

**Response to Comment I-23.2:** The comment regards concerns about public access to the Arantine Hills development, including its parks and open space improvements. Please refer to Master Response B: Parks/Open Space for a response.

**Response to Comment I-23.3:** The comment regards concerns about construction of the Cajalco Bridge. Please refer to Master Response D: Traffic for a detailed explanation.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-24: Leonard Atkins**

Dated February 12, 2016.

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**From:** Leonard Atkins [mailto:lenbike100@gmail.com]  
**Sent:** Friday, February 12, 2016 11:20 AM  
**To:** Terri Manuel  
**Subject:** Re: Arantine Hills

I made a mistake in my email. Yes, they say they will rebuild the interchange **after** they sell the homes. The deal was to rebuild the the interchange prior to building the homes. They want to change the deal. They need to be kept to the original deal. You have no idea what a nightmare it will be if they won't build the new interchange first. If you lived here you would never go along with what they want. You are going to turn a great neighborhood into a place that will make life for us a disaster.

Leonard Atkins

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On Thu, Feb 11, 2016 at 5:25 PM, Terri Manuel <[Terri.Manuel@ci.corona.ca.us](mailto:Terri.Manuel@ci.corona.ca.us)> wrote:  
Hello Mr. Atkins,

Thank you for your e-mail regarding the Arantine Hills project. We have received quite a number of e-mail inquiries and comments about the project. In order to address all the comments and questions that are presented in the various e-mails, we are preparing a Frequently Asked Questions sheet that will be posted on the city's website. We expect it to be final and posted next week. When it is posted, I will send you a follow up e-mail that it has been posted with the link.

In the meantime, all of the related documents to the project are posted on the city's website now at this link:

<http://www.discovercorona.com/City-Departments/Community-Development/Planning-Division/Arantine-Hills-Project.aspx>

However, we understand it is a lot of material, and the FAQ sheet will be a more convenient reference to the specific questions being asked.

Again, thank you for your e-mail and participation in the process.

Terri Manuel  
Planning Manager  
City of Corona  
[951-736-2434](tel:951-736-2434)

## **Response to Letter I-24**

### **Leonard Atkins**

**Response to Comment I-24.1:** The comment regards concerns about the timing of roadway improvements to the Cajalco interchange in relation to implementation of the proposed Arantine Hills Specific Plan Amendment. Please refer to Master Response D: Traffic for an explanation of roadwork timing.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-25: Julie Lloyd**

Dated February 14, 2016.

# Letter I-25

**From:** [Terri Manuel](#)  
**To:** [Julie Lloyd](#)  
**Cc:** [Ray Hussey](#); [John Sherwood \(jsherwood@nwhm.com\)](#); [Mike Recupero \(mrecupero@recupero.net\)](#)  
[\(mrecupero@recupero.net\)](#)  
**Subject:** RE: Arantine Development  
**Date:** Wednesday, February 17, 2016 9:45:34 AM

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Hello Ms. Lloyd,

Thank you for your e-mail. Your e-mail will become part of the record comments on the Draft SEIR, and a written response will be issued at the close of the comment period later in the month. In the meantime, we are preparing a fact sheet regarding the project that we plan to post on the city's website this week. When it is posted, I will send you a follow up e-mail to alert you that it is there. In the meantime, all of the related documents to the project are posted on the city's website now at this link:

<http://www.discovercorona.com/City-Departments/Community-Development/Planning-Division/Arantine-Hills-Project.aspx>

We understand that it is a lot of material to wade through, and the fact sheet will be a much more convenient reference regarding the comments and questions the city is receiving.

Thank you for your participation in the process.

Terri Manuel  
City of Corona  
951-736-2434

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**From:** Julie Lloyd [mailto:vemom@sbcglobal.net]  
**Sent:** Sunday, February 14, 2016 10:57 AM  
**To:** Terri Manuel  
**Cc:** Eugene Montanez; Jason Scott; Karen Spiegel; Dick Haley  
**Subject:** Arantine Development

Dear Terri,

I am writing to express my concerns over the upcoming Arantine Development which will be located directly behind my home on Castlepeak Drive. Of course I am disappointed in the development, as part of the reason I bought this home years ago was because that land was a designated "flood plain" and would never be built on. But I now see that the development is basically a done deal. However, if nothing else, I feel that the ramps for the freeway need to be addressed BEFORE the housing is built. Even if that means keeping everything the way it is until the funds can be fully obtained. Having to deal with extra traffic (even if it is only "temporary") on the ramps



would be a nightmare to the current Eagle Glen residents. Many of us  
already leaving early to accommodate traffic on the freeway, and should not have to  
add additional time to actually "get on" the freeway due to congestion in Eagle Glen.  
Also, if a natural disaster were to occur, it would be very difficult to get people out of  
the area with the additional number of people who will be here and the current  
roadways/ramps. I am also concerned about the lessening of commercial space in  
the Arantine plan. The one grocery store we have in Eagle Glen is already very  
congested, and it is sometimes difficult to even find a parking space. There would  
definitely need to be more grocery stores and businesses to account for the added  
population. We are looking to our leaders to do the right thing for the community they  
represent. Please don't sell us out.

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Julie Lloyd  
Eagle Glen Resident

## **Response to Letter I-25**

### **Julie Lloyd**

**Response to Comment I-25.1:** The commenter requests roadway improvements to the Cajalco interchange occur prior to project implementation. Please refer to Master Response D: Traffic for an explanation of roadwork timing.

**Response to Comment I-25.2:** The commenter is concerned about emergency access in the project area. Emergency access and circulation for the proposed project have been evaluated by the City's Traffic Engineer and Police and Fire Department personnel, who determined that the project meets the requirements for proper circulation and emergency access. Construction activities that could temporarily restrict vehicular traffic will be subject to a Traffic Management Plan that will require adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. In addition, each subdivision that would be proposed within the Specific Plan must meet all City standards for emergency access. The project will be required to pay development fees used to fund capital costs associated with constructing new public safety and fire-fighting structures and purchasing equipment for new public safety and fire-fighting structures and services. Please refer to Master Response D: Traffic for additional information.

**Response to Comment I-25.3:** The commenter is concerned about the reduction in commercial space in the proposed Arantine Hills Specific Plan Amendment. Please refer to Master Response A: Land Use/Commercial Properties for additional information.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

**Letter I-26: Roland Platas**

Dated February 14, 2016.

**From:** [Terri Manuel](#)  
**To:** [Roland Platas](#)  
**Cc:** [John Sherwood \(jsherwood@nwhm.com\)](#); [Mike Recupero \(mrecupero@recupero.net\)](#)  
([mrecupero@recupero.net](#)); [Ray Hussey](#)  
**Subject:** RE: Arantine Hills  
**Date:** Wednesday, February 17, 2016 9:48:49 AM

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Hello Mr. Platas,

Thank you for your e-mail. Your e-mail will become part of the record comments on the Draft SEIR, and a written response will be issued at the close of the comment period later in the month. In the meantime, we are preparing a fact sheet regarding the project that we plan to post on the city's website this week. When it is posted, I will send you a follow up e-mail to alert you that it is there. In the meantime, all of the related documents to the project are posted on the city's website now at this link:

<http://www.discovercorona.com/City-Departments/Community-Development/Planning-Division/Arantine-Hills-Project.aspx>

We understand that it is a lot of material to wade through, and the fact sheet will be a much more convenient reference regarding the comments and questions the city is receiving.

Again, thank you for your participation in the process.

Terri Manuel  
City of Corona  
951-736-2434

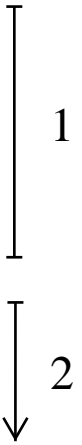
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**From:** Roland Platas [mailto:[rolandplatas@sbcglobal.net](mailto:rolandplatas@sbcglobal.net)]  
**Sent:** Sunday, February 14, 2016 2:55 PM  
**To:** Terri Manuel  
**Cc:** [District1@rcbos.org](mailto:District1@rcbos.org)  
**Subject:** Arantine Hills

Dear City Planner Terri Manuel:

I'm writing today to oppose the Arantine Hills development as it stands. In the past year we have seen new developments being done throughout this area. There are three development already completed or close to completion around the Dos Lagos shopping center. I believe that a fourth is scheduled to begin construction next to Trader Joe's. Another development is scheduled to start next to the back gate of The Retreat community. Yet another project is currently under way at interstate 15 and El Cerritos exit.

While I understand the driving force behind this building boom, it must be done with the current residents well being in mind. All these projects were approved without any serious considerations of the impact they would have to current homeowners.



# Letter I-26

For instance, there has been NO improvements made to interstate 15 nor its entrances and exits. The improvements to the substructures need to be completed BEFORE homes are built. It's absurd that there is now a continuous bottle neck at Cajalco during most of the day. Getting on and off the exits between Weirick Rd and El Cerritos can be a challenge at times.

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My other concern is the lack of an infrastructure to support all these extra homes. At present the only major grocery store is Stater Brothers off Cajalco. Even before the new construction, this store was overtaxed with customers. At certain times, it is hard to find parking in their lot. What is going to happen when over 1600 homes are added across the street from Stater Brothers. When I asked a representative at a meeting about the commercial space in the Arantine development, I was told that they could not and would not guarantee what commercial properties would go in. Without a guarantee of at least another major grocery chain and additional gas stations and restaurants in the vicinity, I believe this area will become an urban mess. The developers get their money and leave the residents to fend with the problems.

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For these reasons I urge you not to approve the Arantine Hills development unless these issues are addressed and resolved BEFORE building begins. Your fiduciary responsibility is to the residents, not the developers.

Thank you

Roland Platas

## Response to Letter I-26

### Roland Platas

**Response to Comment I-26.1:** The commenter is stating his opinion of opposition of the proposed project, and he describes cumulative development in the City. These statements constitute opinions and observations that do not address the environmental analysis contained in the Draft SEIR. The City Council will consider all stated opinions and comments on the project and SEIR prior to making any decisions regarding the proposed project. Cumulative traffic impacts from the proposed project are addressed in Master Response D: Traffic and described in detail in *Section 4.1 Traffic* of the Draft SEIR.<sup>46</sup>

**Response to Comment I-26.2:** The commenter requests roadway improvements to the Cajalco interchange occur prior to project implementation. Please refer to Master Response D: Traffic for an explanation of roadwork timing.

**Response to Comment I-26.3:** The comment regards concern about the availability of grocery stores, gas stations, and restaurants in the project area to serve the entire community. Please refer to Master Response A: Land Use/Commercial Properties for an explanation of commercial uses as they relate to the proposed project.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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<sup>46</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093, Section 4.1 Traffic.* City of Corona. January 2016.



**Letter I-27: Jerry Sincich**

Dated February 16, 2016.

**From:** Terri Manuel <Terri.Manuel@ci.corona.ca.us>  
**Sent:** Tuesday, February 16, 2016 2:34 PM  
**To:** Jerry Sincich  
**Cc:** Ray Hussey; John Sherwood (jsherwood@nwhm.com); Mike Recupero (mrecupero@recupero.net) (mrecupero@recupero.net)  
**Subject:** RE: Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment

Hello Mr. Sincich,

Thank you for your letter. I have forwarded it to our EIR consultant for inclusion in the final documents that pertain to the Arantine Hills SEIR. Written responses will be prepared and sent to those issuing comments.

We appreciate your participation in the process. When the project is set for hearing, a notice will go out to owners and occupants within a 500 foot radius from the project boundary. It will be posted on the site, in the *Sentinel Weekly* newspaper, and the city's website. You are always welcome to check back with us as well.

Thank you again.

Terri Manuel  
City of Corona  
951-736-2299

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**From:** Jerry Sincich [<mailto:jsincich1@ca.rr.com>]  
**Sent:** Tuesday, February 16, 2016 1:44 PM  
**To:** Terri Manuel  
**Subject:** Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment

Hi Terri,

Please provide the attached letter containing comments on the Draft Supplemental EIR to the agencies/personnel who will finalize the actions on the Arantine Hills Project. ] 1

Regards,  
Jerry Sincich

# Letter I-27

February 16, 2016

Terri Manuel  
Planning Manager  
City of Corona  
Community Development Department  
400 S. Vicentia Avenue  
Corona, California 92882

Ms. Manuel,

This letter is in opposition to the Supplemental Environmental Impact Report (SEIR) for the Arantine Hills Specific Plan Amendment. The Arantine Hills Specific Plan Amendment should not be approved until the following mitigation items are included in the Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment.

- The improvements to the Interstate 15 and Cajalco Interchange to be completed prior to the close of escrow of the first home in the Arantine Hills Specific Plan
- The completed Development Agreement between the City of Corona and the project proponent must be published and made available to the public for comment prior to the final approval of the Supplemental Environmental Impact Report (SEIR) for the Arantine Hills Specific Plan Amendment
- Mitigate for the cumulative traffic impact/conditions at the Interstate 15 and Cajalco Interchange by expanding the Temescal Canyon Road to six lanes from the interchange at Cajalco and Temescal Canyon Road north to Ontario and Interstate 15. In addition, expand: 1) Masters Drive to four lanes; 2) Bedford Canyon Road to six lanes; 3) California Ave to six lanes; 4) Foothill Parkway to six lanes to mitigate for the cumulative traffic from the Arantine Hills project.
- Mitigate for the proposed project cumulative traffic impact on the Interstate 15 south of the Cajalco interchange

Therefore, the Supplemental Environmental Impact Report (SEIR) for the Arantine Hills Specific Plan Amendment should be revised to include the above mitigation items to minimize the projects cumulative traffic impact.

Sincerely,  
Jerry Sincich

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## Response to Letter I-27

### Jerry Sincich

**Response to Comment I-27.1:** The commenter requests his comment letter be included in the public record for the proposed project. The letter is attached in the previous two pages of this document.

**Response to Comment I-27.2:** The comment regards general opposition of the Draft SEIR for the proposed Arantine Hills Specific Plan Amendment, and the commenter proposes mitigation measures in his subsequent comments to be included in the Final SEIR. The City notes the commenter disagrees with the mitigation measures proposed in the Draft SEIR for the Arantine Hills development, and the City provides responses to the commenter's subsequent comments in responses I-27.3 through I-27.7.

**Response to Comment I-27.3:** The commenter requests roadway improvements to the Cajalco interchange occur prior to project implementation. Please refer to Master Response D: Traffic for an explanation of roadwork timing.

**Response to Comment I-27.4:** The commenter requests the Development Agreement is made available for public comment prior to the approval of the Final SEIR. Project scope subject to the CEQA is disclosed in the SEIR and available for public comment. The Development Agreement will be made available with the posting of the agenda for the City Council meeting, and it was already made available with the posting of the April 25, 2016, Planning Commission agenda.

**Response to Comment I-27.5:** The commenter recommends traffic impact mitigation. The Draft SEIR details adequate mitigation measures in *Section 4.1.4 Mitigation* in accordance with the TIA (Appendix A in the Draft SEIR).<sup>47</sup> For that reason, the suggested measures contained in this comment are not warranted. Please refer to Master Response D: Traffic for additional information.

**Response to Comment I-27.6:** The commenter recommends traffic impact mitigation. The Draft SEIR details proposed mitigation measures in *Section 4.1.4 Mitigation* in accordance with the TIA (Appendix A in the Draft SEIR).<sup>48</sup> Please refer to Master Response D: Traffic for additional information.

**Response to Comment I-27.7:** The commenter states his opinion that the Draft SEIR should be revised to include his suggestions. The City maintains that the Draft SEIR has included reasonably feasible mitigation for traffic impacts, as detailed in *Section 4.1.4 Mitigation* in accordance with the TIA (Appendix A in the Draft SEIR).<sup>49</sup> Please refer to Master Response D: Traffic for additional information. Notwithstanding, the City Council will consider all stated opinions and comments on the project and EIR prior to making any decisions regarding the proposed project.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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<sup>47</sup> Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. *Section 4.1 Traffic*. Pages 4-17 to 4-21. City of Corona. January 2016.

<sup>48</sup> *Ibid.*

<sup>49</sup> *Ibid.*

**Letter I-28: Becky Nelson**

Dated February 18, 2016.

**From:** Becky Nelson [<mailto:eaglelenneighborhoodwatch@outlook.com>]

**Sent:** Thursday, February 18, 2016 6:12 PM

**To:** Terri Manuel

**Subject:** Re: Arantine Hills Fact Sheet link

I hope the City is going to listen to the residents' concerns that were emailed to you. It's disheartening to think that all of us voicing our concerns was for nothing more than another opportunity for this Developer to publish another insulting "fact sheet" that does little more than twist facts and shove their community down the throats of people who see the reality of what they are trying to sell and who is going to gain (and lose) because of this project. We are willing to wait for the bridge until funding is there and we don't care about two construction projects if it means the bridge is completed PRIOR to them breaking ground. I don't know how many more ways we can say that to get you all to LISTEN to us. ] 1

On Feb 18, 2016, at 3:53 PM, Terri Manuel <[Terri.Manuel@ci.corona.ca.us](mailto:Terri.Manuel@ci.corona.ca.us)> wrote:

Good afternoon,

Recently, the city received numerous e-mails related to the Arantine Hills project. We have put together a *fact sheet* that provides the information that addresses comments and questions contained within those e-mails. This information resource has been posted at the link below.

<http://www.discovercorona.com/City-Departments/Community-Development/Planning-Division/Arantine-Hills-Project.aspx>

This project has not yet been scheduled for a public hearing. When it is, a public notice will be sent to owners and occupants within a 500 foot radius from the project boundary, posted on the site, advertised in the *Sentinel Weekly*, and posted on the city's website.

The public comment period for comments related to the environmental analysis in the Supplemental Environmental Impact Report closes on Monday, Feb. 22, 2016.

Thank you for your e-mails and your participation in the process.

Terri Manuel  
Planning Manager  
City of Corona  
951-736-2434

## **Response to Letter I-28**

### **Becky Nelson**

**Response to Comment I-28.1:** The commenter opposes the project in general and specifies concerns over the timing and cost of the Cajalco Bridge construction in relation to implementation of the Arantine Hills Specific Plan Amendment. Please refer to Master Response D: Traffic for a detailed explanation.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-29: Barbara Clingman**

Dated February 19, 2016.

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**From:** K C [mailto:vvrainshadowvv@hotmail.com]  
**Sent:** Friday, February 19, 2016 7:22 PM  
**To:** Terri Manuel  
**Subject:** Arantine Hills

Dear Mrs. Terri Manuel

We spent \$30,000 for a well and I am very concerned about the Arantine project taking water from the Bedford aquifer, and lowering the water table.

Sincerely,

Barbara Clingman

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## **Response to Letter I-29**

**Barbara Clingman**

**Response to Comment I-29.1:** The comment regards concern with depletion of water supplies at the Bedford aquifer. Please refer to Master Response E: Water Supply, which explains the groundwater impacts of the proposed project.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-30: Brian Clingman**

Dated February 19, 2016.

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**From:** K C [mailto:vvrainshadowvv@hotmail.com]  
**Sent:** Friday, February 19, 2016 7:19 PM  
**To:** Terri Manuel  
**Subject:** Arantine Hills

Dear, Mrs. Terri Manuel

The Cajalco Bridge that is located between the Eagle Glen community and the Crossings shopping center needs to be updated. It needs a side walk and wheelchair access ramps for the pedestrians. This bridge has a lot of truck traffic which makes it more hazardous for bicyclists. The white lines that mark the bicycle lane from the road are faded and should be repainted. The bridge is too narrow and needs to be widened before Arantine Hills is built.

Sincerely,  
Brian Clingman

## **Response to Letter I-30**

### **Brian Clingman**

**Response to Comment I-30.1:** The comment regards concerns over the adequacy of the bridge to support traffic from the Arantine Hills development. The commenter requests pedestrian sidewalks, wheelchair access ramps, and repainted bicycle lanes to be included in the bridge improvements. The comment also regards concerns about the timing of the Cajalco Bridge construction in relation to implementation of the proposed project.

The specifications of the proposed improvements to the Cajalco interchange, including the bridge overpass, will be coordinated between the City and Caltrans as a separate project (Cajalco Road/I-15 Interchange Project) unrelated to the proposed project. The Cajalco Road/I-15 Interchange Project will include a new 6-lane bridge over Interstate 15 and is subject to its own environmental review process pursuant to Caltrans requirements. Construction and operation of the Cajalco Bridge will be in accordance with the Americans with Disabilities Act (ADA), and will include a sidewalk along one side of the bridge, as dictated by the City's Circulation Master Plan and Caltrans standards.

Even though the Cajalco Road/I-15 Interchange Project was designed, in part, to address impacts from the previously approved project, it will not be reduced in scale even though the proposed project will generate significantly fewer trips than the previously approved project. Due to the timing of the environmental certification for the Cajalco Road/I-15 Interchange Project, the Caltrans environmental document(s) are subject to NEPA/CEQA Re-validation and also subject to their own public comment period independent of the Arantine Hills Specific Plan Amendment. Please refer to Master Response D: Traffic for additional information.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-31: Eddie Matamoros**

Dated February 19, 2016.

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**From:** Eddie Matamoros [mailto:eddiematamoros@yahoo.com]  
**Sent:** Friday, February 19, 2016 12:52 PM  
**To:** Terri Manuel  
**Subject:** Arantine hills

I DONT KNOW HOW MUCH THIS WILL HELP...I KNOW THE POWER OF MONEY. I LIVE IN EAGLE GLEN AND LOVE IT!! ITS QUIET PEACEFUL AND NOT BUSY. JUST THE PLACE I WANTED FOR MY FAMILY TO LIVE AND ENJOY. NOW I SEE THAT THE CITY IS PLANNING TO BUILD MORE HOME/APTS./ CONDOS...WHO KNOWS WHAT ELSE. MY ONLY QUESTION IS WHY!!! THERE ARE HOMES OR CONDO/APT IN DOS LAGOS AND THERE ARE NEW HOMES BEING BUILT OFF THE 15 FY ON EL CERRITO. THIS AREA CANNOT SUSTAIN ANYMORE TRAFFIC AND PEOPLE WE DO NOT NEED ANYMORE HOMES IN THIS AREA. WE ONLY HAVE ONE SUPERMARKET IN THE WHOLE AREA. ONE GRADE SCHOOL...ONE SHOPPING CENTER. I HAVE TWO FRIENDS THAT ARE TEACHERS AT TEMESCAL ELEM. SCHOOL WHERE KIDS FROM THESE PLANNED APTS. AND HOMES ARE SUPPOSED TO GO. THEY SAY THEY ARE ALREADY OVERCROWDED. LINCOLN IS ALREADY OVERCROWDED. WE GET WAY TO MUCH TRAFFIC DURING PEAK HOURS. I JUST DONT GET WHY OR HOW U COULD APPROVE SUCH A DEVEOLPEMENT KNOWING ALL THESE CONCERNS AND KNOWING THERE ARE SO MANY KNEW APT AND HOMES SITTING VACANT IN THE AREA. THAT ARE JUST A FEW CONCERNS, THE BIGGEST IS THE BRIDGE THAT CANT HANDLE ALL THE KNEW TRAFFIC! JUST STOP BUILDING AND MAKING CORONA ANOTHER ORANGE COUNTY WITH HOME AFTER HOME AFTER HOME. WE DO NOT WANT OR NEED THESE HOMES. LEAVE IT AS IT IS AND LISTEN TO THE PEOPLE AND NOT THE CORPORATION. THEY DONT CARE ABOUT HOW CORONA WILL BE AFTER THEY MAKE THERE MILLIONS AND LEAVE. HOW MUCH THIS WILL AFFECT THE PEOPLE OF EAGLE GLEN OR TEMESCAL CANYON. DONT GIVE IN....NO MORE HOMES!!!!!!

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## **Response to Letter I-31**

### **Eddie Matamoros**

**Response to Comment I-31.1:** The comment regards concerns with the increase in development in the project area. These statements are opinions and observations of the commenter and do not regard the analysis contained in the Draft SEIR. The City Council will consider all stated opinions and comments on the project and SEIR prior to making any decisions regarding the proposed project.

**Response to Comment I-31.2:** The comment regards concern about traffic caused by development of additional homes in the project area. Please review Master Response D: Traffic for an explanation of roadwork timing and traffic impacts of the proposed project.

**Response to Comment I-31.3:** The comment regards concern about the lack of grocery stores in the area. Please review Master Response A: Land Use/Commercial Properties for an explanation of commercial/retail uses proposed by the project.

**Response to Comment I-31.4:** The comment regards concern about school overcrowding. Please refer to Master Response C: Schools for an explanation of school impacts and appropriate mitigation.

**Response to Comment I-31.5:** The commenter is restating traffic concerns and asserting his disapproval of the proposed project. The commenter is directed to review Master Response D: Traffic for an explanation of roadwork timing and traffic impacts of the proposed project. Other statements made by the commenter constitute opinions and observations that are not related to the analysis of environmental impacts contained in the Draft SEIR. The City Council will consider all stated opinions and comments on the project and SEIR prior to making any decisions regarding the proposed project.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-32: Lori LoCascio**

Dated February 19, 2016.

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**From:** Lori LoCascio [mailto:lslocascio@gmail.com]  
**Sent:** Friday, February 19, 2016 4:18 PM  
**To:** Terri Manuel  
**Subject:** Arantine Hills Project: Comments and Concerns

I am adamantly opposed to construction of the Arantine Hills project before the completion of the Cajalco interchange improvements.

Cajalco is one of only a few major arteries in this area of South Corona, and is already heavily burdened by residential and commercial traffic leading to The Crossings (the largest retail center in South Corona and Temescal Valley. It is also the major exit for all earth moving/big construction equipment used in the mines and cement manufacturer located on Temescal Road at Dos Lagos. The road takes a beating from those heavy equipment trucks, and handling more during residential construction is unfathomable with the current interchange.

The condition of this portion of Cajalco is already breached as evidence by much needed street repairs, over capacity lanes that extend traffic up and down Eagle Glen Parkway, and during peak travel times it can take 3-4 light changes to get through the 15 & Cajalco intersection.

Also of great concern is the impact to this major artery in an emergency. This area of South Corona is fraught with limited street arteries, Temescal Canyon/Ontario Ave. on one end, and winding through Eagle Glen up and over the hill or Bedford Canyon to El Cerrito - all of these are 2 lane roads, that don't accommodate the growth in this area . Should the 15 fwy be compromised, we are left with few options to circumvent the freeway and we've seen literal landlocked panic set in!

Let's not jump the gun and start building and selling homes until the proper infrastructure is in place. First things first, and do things in their proper order!

Please DO NOT allow construction prior to the interchange improvements, AND do not change the terms of the agreement!

Thank you.

Lori LoCascio  
Resident, The Retreat

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## **Response to Letter I-32**

### **Lori LoCascio**

**Response to Comment I-32.1:** The commenter is requesting roadway improvements to the Cajalco interchange occur prior to project implementation. Please refer to Master Response D: Traffic for an explanation of roadwork timing.

**Response to Comment I-32.2:** The comment regards concern about emergency access in the project area. Emergency access and circulation for the proposed project have been evaluated by the City's Traffic Engineer and Police and Fire Department personnel, who determined that the project meets the requirements for proper circulation and emergency access. Construction activities that could temporarily restrict vehicular traffic will be subject to a Traffic Management Plan that will require adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. In addition, each subdivision that would be proposed within the Specific Plan must meet all City standards for emergency access. In addition, the project will be required to pay development fees used to fund capital costs associated with constructing new public safety and fire-fighting structures and purchasing equipment for new public safety and fire-fighting structures and services. For these reasons, the project would not substantially contribute to emergency access issues in the City. Please refer to Master Response D: Traffic for additional information.

**Response to Comment I-32.3:** The commenter is restating her opinion regarding timing of roadway improvements. The commenter is again directed to review Master Response D: Traffic for an explanation of roadwork timing. The City Council will consider all stated opinions and comments on the project and EIR prior to making any decisions regarding the proposed project.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-33: Nancy Young**

Dated February 19, 2016.

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**From:** Nancy Young [mailto:NancyYoung@inetico.com]  
**Sent:** Friday, February 19, 2016 2:21 AM  
**To:** Terri Manuel  
**Subject:** Arantine Feedback

I do not want the project to be completed to begin with.

Changes to the plan are not helping to improve the outcome.

Traffic is a nightmare, there aren't enough support services and we cannot afford to correct the over pass as it is.

I say No!!!!

Please forgive errors - sent from my T-Mobile 4G LTE Device.

Nancy Young  
951-403-2491

## **Response to Letter I-33**

**Nancy Young**

**Response to Comment I-33.1:** The commenter opposes the project in general and specifies concerns over the general increase in traffic and timing and cost of the Cajalco Bridge construction in relation to implementation of the Arantine Hills Specific Plan Amendment. Please refer to Master Response D: Traffic for a detailed explanation.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-34: Robert Hafner**

Dated February 19, 2016.

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**From:** Robert Hafner [mailto:bob.hafner@verizon.net]  
**Sent:** Friday, February 19, 2016 4:58 PM  
**To:** Terri Manuel  
**Subject:** New Development On Cajalco

PLEASE PLEASE PLEASE do the road work first. It has to be done. Right now without this development that is a very congested area. We know South of the I-15 is where most of the folks are going and the roads are not there. I know not all of it is the city of Corona fault just like I know it isn't all the County's and CALTRANS fault. Please if you feel the need to develop, develop responsibly and build the roads first. You have seen the impact up north with the I-91 project and shutting down of I-91. We saw a few months ago with Tanker fire on I-15 south by Indian Truck trail and the shear mayhem that it caused. It simply would leave a very unsafe condition for the pure desire for development money. I know development will come but work with the state and county and do it responsibly.

## **Response to Letter I-34**

**Robert Hafner**

**Response to Comment I-34.1:** The commenter is requesting roadway improvements occur prior to project implementation. Please refer to Master Response D: Traffic for an explanation of roadwork timing.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-35: Stacey Mitchell**

Dated February 19, 2016.

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**From:** Stacey Mitchell [mailto:thewickedq01@sbcglobal.net]  
**Sent:** Friday, February 19, 2016 4:13 PM  
**To:** Terri Manuel  
**Subject:** Arantine Hills

Terri Manuel,

I am very concerned about the changes in this project and the impact on people in the area.

The infrastructure is already not good enough for the existing residents.

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The school overcrowding issue was dealt with by saying they would send the children to Temescal Valley, a school that is over capacity. The added traffic to Knabe Rd. has not been addressed.

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The original plan allowed for open space which is becoming a rare commodity in the area and additional shopping. There are not enough medical providers in the area, yet they may add senior housing.

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They purchased an approved project and revision after revision is being made.

I for one hope the Federal government is checking to see if anyone is getting kickbacks from the builder. The proposed changes do not make sense for the community.

6

Until area infrastructure meets the current demand, it does not make sense to add more homes. Allowing more homes to be built without the open space and retail space that was set forth to begin with seems ignorant at best.

7

I truly doubt any of the e-mails you receive will make one bit of difference, but hopefully someone sees the error in allowing this.

Sincerely,  
Stacey Mitchell

## Response to Letter I-35

### Stacey Mitchell

**Response to Comment I-35.1:** The comment regards concerns with the adequacy of existing infrastructure to support the proposed project. Infrastructure needs, including vehicle facilities, commercial uses, and public services (including schools), were anticipated by the 2012 Certified EIR.<sup>50</sup> The proposed changes in project scope are analyzed for environmental impacts in the Draft SEIR.<sup>51</sup> Further discussion of land use, schools, and traffic infrastructure can be found in Master Responses A: Land Use/Commercial properties, C: Schools, and D: Traffic, respectively.

**Response to Comment I-35.2:** The commenter states the Draft SEIR is inadequately mitigating impacts to schools by asserting that children from the proposed project would attend Temescal Valley Elementary School. Please refer to Master Response C: Schools for a detailed explanation of impacts and mitigation to school facilities.

**Response to Comment I-35.3:** The comment regards a potential increase in traffic on Knabe Road. Traffic patterns in the vicinity of the proposed project site were analyzed by the TIA (Appendix A in the Draft SEIR). Knabe Road does not connect directly to the project site. In order for project residents to access Knabe Road, they would have to enter Interstate 15 or Temescal Canyon Road, exit Dos Lagos Drive, and head west before arriving at Knabe Road. The City notes the County of Riverside Transportation and Land Management Agency received comments from residents living south of the project site along private county roads concerned that the project would route traffic south to Weirick Road, which turns into Knabe Road approximately 0.65 mile south and 0.85 mile east of the proposed project site.<sup>52</sup> To the approval of the County of Riverside Transportation and Land Management Agency, the project will not route traffic south to Weirick Road/Knabe Road.<sup>53</sup> As stated by the County of Riverside Transportation and Land Management Agency, the area between Weirick Road and the project site consists of unimproved private roads unsuitable to support traffic from the proposed project. Just as the original Arantine Hills Specific Plan provided for, the proposed Arantine Hills Specific Plan Amendment features two points of access to the project site from the north along Eagle Glen Parkway. The access and circulation for the Arantine Hills Specific Plan Amendment have been evaluated by the City's Traffic Engineer and Police and Fire Department personnel, and meet the requirements for proper circulation and emergency access. Further discussion of traffic concerns is contained in Master Response D: Traffic.

**Response to Comment I-35.4:** The comment regards concerns with the removal of public open space and commercial uses from the original Specific Plan. Please refer to Master Response A: Land Use/Commercial Properties and Master Response B: Parks/Open Space for detailed responses.

**Response to Comment I-35.5:** The Commenter is concerned with the availability of area medical providers to serve the proposed project. No changes in the location, size, or boundaries of the Specific Plan area have occurred since adoption of the Specific Plan in 2012. The proposed project would not result in changes to the location, size, or boundaries of the Specific Plan. The total number of residential dwelling units allowed by the Specific Plan (1,806) would not change as a result of the proposed project. Therefore, population as a result of the Specific Plan within the City would not

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<sup>50</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093.* City of Corona, July 2012.

<sup>51</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093.* City of Corona. January 2016.

<sup>52</sup> *Letter R-2. County of Riverside Transportation and Land Management Agency.*

<sup>53</sup> *Ibid.*

increase substantially and place an increased demand on other public facilities. No new or substantially greater impacts would occur with implementation of the proposed project when compared to those identified in the Certified EIR.<sup>54</sup> The proposed project is consistent with the impacts identified in the Certified EIR and the level of impact (less than significant) remains unchanged from that cited in the Certified EIR.<sup>55</sup>

**Response to Comment I-35.6:** These comments are opinions and observations of the commenter and do not concern the analysis contained in the Draft SEIR. The City Council will consider all stated opinions and comments on the project and SEIR prior to making any decisions regarding the proposed project.

**Response to Comment I-35.7:** The comment regards concerns with the removal of public open space and commercial uses from the original Specific Plan. Please refer to Master Response A: Land Use/Commercial Properties and Master Response B: Parks/Open Space for a detailed response.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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<sup>54</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093.* City of Corona, July 2012.

<sup>55</sup> *Ibid.* Chapter 4.14 Public Services. Pages 4.14-1 to 4.14-12.

**Letter I-36: Charlotte Garvin**

Dated February 20, 2016.

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**From:** cagarvin@aol.com [mailto:cagarvin@aol.com]  
**Sent:** Saturday, February 20, 2016 7:43 AM  
**To:** Terri Manuel  
**Subject:** Arantine Hills

2/20/2016

Terri: As a long term,concerned resident of Temescal Valley I am disappointed that the city of Corona is going to allow this development to start building prior to the promised improvements to the Cajalco overpass. Traffic doesnot flow in this area due to the prior building done not taking this into consideration. Please be sure this is taken care of prior to building.

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Charlotte Garvin  
Temescal Valley

## **Response to Letter I-36**

**Charlotte Garvin**

**Response to Comment I-36.1:** The comment regards concerns with the timing of improvements to the Cajalco Bridge. Please refer to Master Response D: Traffic for an explanation of roadwork timing.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-37: Tracy Davis**

Dated February 20, 2016.

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**From:** Tracy Davis [mailto:tracycyto@yahoo.com]  
**Sent:** Saturday, February 20, 2016 11:19 AM  
**To:** Terri Manuel  
**Subject:** Arantine Hills proposal

Dear Terri Manuel and City Planning Commission,

After reading the EIR, I have several areas I will to cover in my opposition to this project.

First the traffic LOS will not be improved once the project is complete. Cal Trans mitigates the on/off Ramps at Cajalco, regardless those will be improved to the Cal Trans ramp standards. The Cajalco bridge build is a boondoggle due to the city not being able to fund its one third portion now... What will the true cost the city be when it refunds the developer??  
?

Copy and pasted page 150...2019 plus Project - five study area intersections would not meet the minimum LOS standard with existing roadway geometrics; and four additional project intersections would not meet the minimum LOS standard with existing roadway geometrics. Build Out Year 2035 plus Project - seven study area intersections would not meet the minimum LOS standard with existing roadway geometrics; and four additional project intersections would not meet the minimum LOS standard with existing roadway geometrics.

Water is my next concern. The impact on the ground water supplies that are listed are irresponsible and could be detrimental to the future of the basins in Temescal, Bedford and Coldwater. Although the water supplies to the development are approved due to purchasing any additional supplies from MET.

Copy and pasted page 100...(b)Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

None of the Bedford Canyon Wash flood control options will prevent impact on the surrounding area. There has to be option 4 that solves the problem. Of course, option 4 would be so cost prohibited and thus would



# Letter I-30

be voided by the developer.

↑ 3

Lastly, the site has been vacant for years. The opportunity to establish habitat of both the gnatcatcher and the burrowing owl is increased. The change to approve site grading with a biologist inspection during the breeding season of gnatcatcher and burrowing owl with a minimum of 500 ft clearance to nests will still disturb the birds. Keep the grading out of both breeding seasons.

Copy and pasted page 64/65...If habitat suitable to support the coastal California gnatcatcher is to be removed between March 1 and August 15, focused surveys shall first be conducted to determine if the habitat is occupied by gnatcatcher. If gnatcatchers are present and are determined to be nesting, the occupied areas will be avoided until after August 15. If grading and construction activities begin during the California gnatcatcher breeding season(February 15 through August 30), a qualified biologist shall survey all potential nesting vegetation withinand adjacent to the site for nesting birds, prior to commencing vegetation removal. Surveys shall be conducted at the appropriate time of day. If no nesting birds were observed, Project activities may begin. If an active bird nest is located, the nest site shall be fenced a minimum of 500 feet in all directions, and this area shall not be disturbed until after the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by the activities. Alternatively, a qualifiedbiologist may determine that construction can be permitted within the buffer areas provided the qualified biologist develops a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). This monitoring plan will be submitted to the City of Coronafor approval prior to work within the buffer.

4

Thank you a concerned neighbor to the project,  
Tracy Davis  
8826 Flintridge Lane  
Temescal Valley CA, 92883

## Response to Letter I-37

### Tracy Davis

**Response to Comment I-37.1:** The comment regards concerns about the implementation and cost of the Cajalco Bridge improvements. Pursuant to Mitigation Measure 4.16.6.3C in the Draft SEIR, the developer will post bonds for the full amount of the total estimated cost of the Interstate 15/Cajalco Road Interchange Improvement Project prior to the issuance of the first building permit. The cost of the Interstate 15/Cajalco Road Interchange Improvement Project will be determined when that project is ready to be advertised for construction bids.

Additionally, the comment regards concerns about the minimum levels of service at select intersections during 2019 plus project and build out year 2035 plus project. The transportation element of the Draft SEIR is based on the TIA (Appendix A of the Draft SEIR), which addresses the revisions to the original approved Specific Plan. The proposed amendment to the Specific Plan eliminates mixed use areas and reduces the amount of commercial acreage. According to the TIA, the elimination of acreage devoted to mixed uses and reduction in acreage devoted to commercial uses equates to a reduction of almost 11,000 average daily vehicle trips (10,896) within the Arantine Hills Specific Plan while maintaining the same number of proposed dwelling units (1,806), albeit at a lower residential density than previously proposed. The new traffic impacts analysis was prepared to analyze the revised project based on these less intense land uses.

The TIA (Appendix A of the Draft SEIR) also takes into account broader circulation improvements that are being implemented in the region, ultimately resulting in better overall circulation in the area. For example, the Foothill Parkway Westerly Extension Project would create approximately two miles of new 4-lane roadway with curb, gutter, a raised median, a multipurpose trail, sidewalks, landscaping, a bridge, street lights and three traffic signals connecting Trudy Way with Paseo Grande at Green River Road in order to provide an additional transportation corridor between west Corona and south Corona and help alleviate traffic congestion along existing City roads.

Based upon these and other regional transportation improvements that are currently under constructions or are expected to be under construction prior to or at the same time as the construction of this project, the City anticipates that signalization improvements may not be necessary at the Via Castilla Street/Masters Drive and Morales Way/Masters Drive intersections or that other traffic improvements along Masters Drive may be warranted. Therefore, the City has not required that the developer construct the signalization improvements at these two intersections. Instead, the developer will be required to pay fair-share contributions toward the construction of improvements at Via Castilla Street/Masters Drive and Morales Way/Masters Drive intersections, which the City will use to make such improvements at such time that the improvements are warranted. This would create a new significant and unavoidable impact that would be fully mitigated upon completion of the Masters Drive roadway improvements by the City, because the improvements may not be installed until after the completion of the project.

Significant and unavoidable impacts to other intersections, as detailed in *Section 4.1.3* of the Draft SEIR,<sup>56</sup> will remain upon implementation of the project and will be addressed in the Findings of Fact and Statement of Overriding Considerations.

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<sup>56</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 4.1 Traffic. Pages 4-7 to 4-16. City of Corona. January 2016.*

Additional information regarding the implementation of the Cajalco Interchange improvements and other circulation improvements can be found in Master Response D: Traffic.

**Response to Comment I-37.2:** The comment regards concerns about groundwater depletion. Please refer to Master Response E: Water Supply for a detailed response.

**Response to Comment I-37.3:** The commenter is dissatisfied with the proposed flood control options for the Bedford Canyon Wash. The commenter would like another option that prevents impacts entirely.

Three options are proposed to address the hydrology of Bedford Canyon Wash. Under Option 1, the bypass channel would outlet into a plunge pool prior to flowing into Bedford Wash. The design of the plunge pool includes rip rap to dissipate the energy of flows and a side-weir outlet to further reduce velocities prior to flows entering Bedford Wash. Based on the analysis included in Section 3.11 *Hydrology and Water Quality* and Section 4.3 *Riparian Habitat, Drainage Patterns, and Drainage Facilities*, velocities would be reduced to a less than erosive level.<sup>57</sup> However, in order to ensure bluff protection, Option 1 includes bank protection on the side of Bedford Wash opposite the plunge pool at the base of the bluff, with either buried riprap or soil cement.

Both Options 2 and 3 have buried bank protection and buried grade control structures. The difference between the two options is the width of the wash. Under Option 3, the entire Bedford Canyon Wash would be re-established to a much wider section. Under Option 2, Bedford Wash would remain and a soft bottom bypass channel would be constructed next to Bedford Wash. In both Options, sediment transport would create a dynamic condition whereby the buried grade control structures would likely become exposed and reburied depending on the size of storm events.

Based on the hydraulic data included in the Draft SEIR,<sup>58</sup> buried bank protection, either ungrouted rip rap or soil cement is necessary on both sides of the channel. The design of Option 3 includes at least 18 inches of soil cover over the buried bank protection to allow for establishment of vegetation. Option 3 also includes buried grade control structures, also constructed of either ungrouted rip rap or soil cement. Option 3 has been designed to allow Bedford Wash to reach its own equilibrium and establish a braided system in the low flow condition. It is anticipated that coverage over the grade control structures will vary depending on the size of storm events and the dynamic nature of sediment transport. Furthermore, Option 3 includes planting of Bedford Wash with an alluvial fan sage scrub seed mix.

Under Option 3, an upstream debris basin would capture large boulders and vegetation conveyed through the wash. However, the reuse of those materials on site may or may not be feasible or appropriate. The purpose of capturing the large clasts is to prevent damage to on-site and downstream structures. If the clasts captured in the basin could pose a danger during future storm events, it is unlikely they would be replaced within the wash. The upstream detention basin is located outside of the project boundaries. However, the Applicant is in the process of obtaining an easement from the adjoining property owner to construct and maintain the detention basin. An area within Bedford Canyon Wash near the upstream portion of the project site is also not under control of the Applicant. This ownership affects only Option 3 and the restoration of Bedford Wash. In this area, the restoration of Bedford Wash avoids the parcel not under control of the Applicant. The Applicant is in

<sup>57</sup> *Ibid.* Section 3.11 *Hydrology and Water Quality*. Pages 3-58 to 3-70. Section 4.3 *Riparian Habitat, Drainage Patterns, and Drainage Facilities*. Pages 4-27 to 4-36. City of Corona. January 2016.

<sup>58</sup> *Ibid.* Section 4.3 *Riparian Habitat, Drainage Patterns, and Drainage Facilities*. Pages 4-33 and 4-34.

the process of trying to obtain rights to that parcel and, if successful, would expand the restoration of Bedford Wash to include this area.

Opinions of the public, including agency officials and local residents, are noted and will be conveyed to the decision makers. Daily operation and maintenance of whichever option is chosen will be at the discretion of the on-site managers of the wash in accordance with applicable local, State, and Federal regulations.

Mitigation Measure 4.4.5.3C states the Applicant shall mitigate for the permanent loss of United States Army Corps of Engineers and California Department of Fish and Wildlife jurisdictional waters--and Multiple Species Habitat Conservation Plan (MSHCP) designated riparian/riverine resources (i.e., Bedford Canyon Wash)--at a 2:1 mitigation ratio.<sup>59</sup> The mitigation may be conducted onsite or through applicant-sponsored mitigation conducted offsite of the Arantine Hills Project, yet within the MSHCP boundaries.<sup>60</sup> The in-lieu fee program noted above is offered by the Draft SEIR as another option, as is the Altfillisch property conservation easement.

Onsite mitigation for loss of USACE and CDFW jurisdictional waters and MSHCP designated riparian/riverine resources (BCW) on the project site at a 2:1 ratio is appropriate. On-site mitigation would occur in the same watershed and given the lack of riparian resources existing on-site, a 2:1 ratio is sufficient to reduce potential impacts to a less than significant level. For similar reasons, off-site mitigation at a 2:1 ratio is also sufficient to reduce impacts to a less than significant level. Although not in the same local watershed, the off-site mitigation suggested in the Measure consists of high quality riparian willow and emergent vegetation that provides superior habitat value than exists on the project site due to the quality and density of native riparian plant material and the limited amount of invasive species. Given the difference in habitat value between the existing on-site resources and the off-site mitigation, a 2:1 ratio is appropriate under CEQA for mitigating impacts to a less than significant level. It should be noted that off-site mitigation is only proposed for Options 1 and 2 and under Option 3 no off-site mitigation would occur because the restoration of Bedford Wash would create on-site alluvial fan sage scrub habitat, which is considered self-mitigating.

**Response to Comment I-37.4:** The comment regards concerns that grading during nesting bird season, even with a pre-construction nesting bird survey, a qualified biologist present, and a 500-foot buffer around active nests, could still disturb nesting birds. Proposed mitigation measures (pre-construction nesting bird surveys, nest buffers, etc.) are standard procedures in accordance with the Migratory Bird Treaty Act and California Department of Fish and Wildlife regulations and have historically reduced impacts to nesting birds to less than significant levels pursuant to CEQA. As stated in the mitigation measures, avoiding breeding season is preferred. If construction activities cannot avoid breeding season, a qualified biologist shall be present to ensure no disturbance to nesting birds, if present, occurs.<sup>61</sup>

**Note:** These comments do not result in the need to revise the Draft SEIR document.

<sup>59</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. 3.6 Biological Resources.* Page 3-30. City of Corona, January 2016.

<sup>60</sup> *Ibid.*

<sup>61</sup> *Ibid.* Pages 3-28 to 3-31. City of Corona. January 2016.

**Letter I-38: Corey Jecter**

Dated February 21, 2016.

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**From:** Corey Jecter [mailto:cjecter@yahoo.com]  
**Sent:** Sunday, February 21, 2016 1:24 PM  
**To:** Terri Manuel  
**Subject:** Arantine Hills

Hello Terri,

I live in the Eagle Glen development and have a few concerns with this project.

1. My understanding is the condos that are projected to be built will have the appearance of apartments. I would like to see the condos be changed to look more like condos than apartments. The Dos Lagos condos across the freeway have a great look and that look should be part of this project.

1

2. Since this project will be gated with footpaths leading out of the project into our development, I think our project should be able to access their project/parks also. I can see their residents coming into our city parks and over crowding them so we could not use them. I do understand our park is a city park, but it is usually used by the locals.

2

3. The last of my concerns is the Cajalco bridge. I understand that the Arantine Hills project will pay for the improvements to the bridge and off ramps, but only after the project is selling homes. My concern is that the off ramps and bridge directly will be greatly impacted by all the extra traffic. My suggestion would be to start the off ramp and bridge improvements when the project starts being graded. The Cajalco overpass bridge would be a long project to start and finish, well past the building phase of the houses.

3

Thank you very much for you time.

Corey Jecter  
951-314-3399  
Eagle Glen resident



## Response to Letter I-38

### Corey Jecter

**Response to Comment I-38.1:** The comment regards concern with the appearance of the proposed high density uses. The proposed project allows age-restricted dwelling units and reduces high density residential by 38% in favor of more low and medium density residential, which can include single family dwellings, duplexes, tri-plexes, four, six, and eight-plexes, townhomes, motor courts, and multi-family residences up to 15 dwelling units per acre, across the site when compared to the original Arantine Hills Specific Plan that was approved in 2012. Adherence to City requirements for architectural elements, design features, landscape requirements (as specified in the Specific Plan) will ensure a high-quality, consistent, and compatible development that will not substantially degrade the visual character or quality of the site. Additionally, the project site is separated from surrounding developments by jurisdictional waterway restrictions and topographical differences, which create natural buffers. Development standards and design guidelines within the master plan will ensure a high-quality and consistent development compatible with the surrounding built environment and will also result in the project development being properly buffered from the existing, adjacent land uses. This project will be reviewed by the City for specific development plans as they are proposed.

**Response to Comment I-38.2:** The comment regards concerns with park access at the proposed project site. Please refer to Master Response B: Parks/Open Space, which explains issues regarding parkland requirements and access.

**Response to Comment I-38.3:** The comment regards concerns over the timing of the Cajalco Bridge construction in relation to implementation of the Arantine Hills Specific Plan Amendment. Please refer to Master Response D: Traffic for an explanation on the timing of the proposed Cajalco Bridge construction.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-39: Katherine Clingman**

Dated February 21, 2016.

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**From:** K C [mailto:vvrainshadowvv@hotmail.com]  
**Sent:** Sunday, February 21, 2016 6:45 PM  
**To:** Terri Manuel  
**Subject:** Arantine Hills Project

Dear Mrs. Terri Manuel

The Bedford Creek should be kept natural not only does it add beauty to the area. By keeping it natural we eliminate the expense of concrete that would be needed to channel the riverbed along with the maintenance it would require in the future. This should be a corridor for the wildlife in the area. They need it.

Sincerely,  
Katherine Clingman

1

## Response to Letter I-39

### Katherine Clingman

**Response to Comment I-39.1:** The commenter is requesting Bedford Wash remain in a natural state both as a water conveyance feature as well as a wildlife corridor.

Bedford Wash currently experiences erosion during storm conditions, which could cause erosion to the existing bluff on the east side of the Wash and the future development on the west side of the Wash. Therefore, improvements to Bedford Wash are necessary for flood safety. The Draft SEIR analyzes three options for conveying storm flows, none of which include placing concrete along the existing Wash. One option is to leave Bedford Wash in its current configuration and construct a concrete bypass channel to convey storm flows. Low flows would remain in Bedford Wash. A second option also provides a bypass channel but wider than Option 1 and with a soft bottom. The third option restores Bedford Wash to a much wider drainage corridor, adds alluvial fan sage scrub vegetation, and protects the bluff and development area with buried bank protection and grade stabilizers. Option 3 would maintain all water flows within the existing wash and would be closest to maintaining the wash's natural character under the proposed project. The Draft SEIR analyzes all three options for conveying storm flows through Bedford Wash in Section 3.6 *Biological Resources*; Section 3.11 *Hydrology and Water Quality*; Section 3.19 *Utilities and Service Systems*; and Section 4.3 *Riparian Habitat, Drainage Patterns, and Drainage Facilities*.<sup>62</sup>

Bedford Wash may serve a function in local wildlife movement; however, neither Bedford Wash nor the Specific Plan area is identified in the Riverside County Multiple Species Habitat Conservation Plan as a Core Linkage or wildlife movement corridor.<sup>63</sup> Bedford Wash will remain either in its current condition with a bypass channel (Options 1 and 2) or in a wider configuration (Option 3).<sup>64</sup> In all three options, the Bedford Canyon Wash corridor will continue to provide a valuable linkage for wildlife movement between the Santa Ana Mountains and Temescal Creek.

The City notes the comment expresses a recommendation to maintain the natural characteristics of Bedford Wash. The City Council will consider all stated opinions and comments on the project and EIR prior to making any decisions regarding the proposed project.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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<sup>62</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.6 Biological Resources. Pages 3-25 to 3-31. Section 3.11 Hydrology and Water Quality. Pages 3-65 to 3-70. Section 3.19 Utilities and Service Systems. Pages 3-106 and 3-107. Section 4.3 Riparian Habitat, Drainage Patterns, and Drainage Facilities. Pages 4-27 to 4-36. City of Corona. January 2016.*

<sup>63</sup> *Biological Technical Report for the Arantine Hills Residential Development Project Update. Section 5.6.1 Wildlife Movement within the Study Area. Pages 24 and 25. Prepared by VCS Environmental. March 2015.*

<sup>64</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.6 Biological Resources. Pages 3-25 to 3-31. Section 3.11 Hydrology and Water Quality. Pages 3-65 to 3-70. Section 3.19 Utilities and Service Systems. Pages 3-106 and 3-107. Section 4.3 Riparian Habitat, Drainage Patterns, and Drainage Facilities. Pages 4-27 to 4-36. City of Corona. January 2016.*

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**Letter I-40: Laurie Moore**

Dated February 21, 2016.

# Letter I-40

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-----Original Message-----

From: Laurie Moore [<mailto:moore6112@sbcglobal.net>]

Sent: Sunday, February 21, 2016 4:45 PM

To: Terri Manuel

Subject: Aratine Hills

We are already suffering traffic congestion on Master in the evening and in the morning people use Bennett as a cut through ( often speeding down the hill). I am concerned with the wanton development in Corona while lacking proper infrastructure. Reducing green space and adding over 1800 homes is irresponsible planning by Corona City Council. We need to bring in light manufacturing, hi tech jobs, and bring our medical facilities into the 21st century.

Laurie Moore

Sent from my iPhone

I 1  
I 2  
I 3



## Response to Letter I-40

### Laurie Moore

**Response to Comment I-40.1:** The commenter is concerned with how the proposed project will impact local streets, citing that Masters Drive is already congested, and commuters use Bennett Avenue as a way to avoid freeway traffic.

Based upon regional transportation improvements that are currently under constructions or are expected to be under construction prior to or at the same time as the construction of this project, the City does not anticipate that signalization improvements will be necessary at the Via Castilla Street/Masters Drive and Morales Way/Masters Drive intersections or that other traffic improvements along Masters Drive will be warranted. Therefore, the City has not required the developer to construct the signalization improvements at these two intersections. Instead, the developer will be required to pay fair-share contributions toward the construction of improvements at Via Castilla Street/Masters Drive and Morales Way/Masters Drive intersections, which the City will use to make improvements at such time the improvements are warranted. This would create a new significant and unavoidable impact that would be fully mitigated upon completion of the Masters Drive roadway improvements by the City, because the improvements may not be installed until after the completion of the project. If not warranted, the impact would not occur, and there is no need for implementation of the improvements. For additional information on proposed roadway improvements, refer to Master Response D: Traffic.

**Response to Comment I-40.2:** The commenter is suggesting the City does not have sufficient infrastructure to support the proposed homes planned by the project. Master Response A: Land Use/Commercial Properties provides information on proposed commercial uses. Master Response B: Parks/Open Space provides information on proposed parkland and open space. Master Response C: Schools provides information on project-related impacts to schools. Master Response D: Traffic provides information on proposed roadway improvements. Master Response E: Water Supply provides information on groundwater impacts of the proposed project.

With regard to additional perceived infrastructure deficiencies, no changes in the location, size, or boundaries of the Specific Plan area have occurred since adoption of the Specific Plan in 2012, so the proposed project would not result in changes to the location, size, or boundaries of the Specific Plan. The total number of residential dwelling units allowed by the Specific Plan (1,806) would not change as a result of the proposed project. Therefore, population as a result of the Specific Plan within the City would not increase substantially or place an increased demand on infrastructure such that greater impacts would occur with implementation of the proposed project when compared to those identified in the Certified EIR.<sup>65</sup>

**Response to Comment I-40.3:** The commenter is requesting the City develop light manufacturing, technology, and medical uses. In regard to why commercial and industrial uses are reduced from the approved project to the proposed project, the commenter is instructed to view Master Response A: Land Use/Commercial Properties. The commenter's additional comment on medical facilities does not apply to the Draft SEIR analysis or conclusions, but is a personal observation. The City Council will consider all stated opinions and comments on the project and EIR prior to making any decisions regarding the proposed project.

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<sup>65</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093.* City of Corona, July 2012.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

**Letter I-41: Stephen Elfelt**

Dated February 21, 2016.

Stephen Elfelt  
selfelt@att.net

February 21, 2016

Terri Manuel, Planning Manager  
City of Corona  
terrim@ci.corona.ca.us

Ms. Manuel:

I am writing to comment on the Draft Supplemental Environmental Impact Report (DSEIR) for the Arantine Hills Specific Plan Amendment. I own a home in the Eagle Glen neighborhood adjacent to the proposed development.

The traffic impacts described in section 3.18 of the DSEIR are anticipated to have greater significance than those detailed in the certified EIR.<sup>1</sup> The revised mitigation measures (traffic signals and bridge expansion) described in section 4.1 of the DSEIR are insufficient to address the increased burden on the local roadways in this portion of Corona. When combined with the recently constructed high-density units at Dos Lagos, the residential portion of the proposed project will exacerbate the crowded streets. Furthermore, a project of this size will place additional strain regional highways, like Interstate 15 and State Route 91, which are already overloaded. The impact of the SR 91 improvements currently under construction is yet to be seen and the Interstate 15 improvements do not extend far enough south to alleviate problems in the project area.

1

The impact to our water supply described in section 3.11 was determined to be less than significant with the mitigation measures proposed in section 4.2. I respectfully disagree with that conclusion. The data relied upon in both the DSEIR and certified EIR is based on historical models. Given the impacts of climate change, the usefulness of these models in predicting future water supplies is uncertain as droughts become longer and more severe.<sup>2</sup> As such, the proposed project should employ further mitigation measures to reduce water consumption.

2

In conclusion, I urge the Council not to certify the DSEIR in its current form. The traffic impacts cannot be mitigated to an acceptable level under this proposal. Likewise, the analysis of the impact to our local water supply is flawed and additional mitigation measures are warranted. I appreciate your consideration of my comments.

3

Respectfully,

Stephen Elfelt

<sup>1</sup> Table 3.G: Comparison of Alternatives to the Proposed Project

<sup>2</sup> Gillis, J. (2015, August 20). California Drought Is Made Worse By Global Warming, Scientists Say. *The New York Times*. Retrieved from <http://www.nytimes.com>

## Response to Letter I-41

### Stephen Elfelt

**Response to Comment I-41.1:** The commenter states traffic impacts of the proposed project are greater than those anticipated by the Draft SEIR, and proposed mitigation is insufficient to mitigate traffic impacts. Please refer to Master Response D: traffic for a detailed response. Significant and unavoidable impacts related to traffic, as detailed in *Section 4.1.3* of the Draft SEIR,<sup>66</sup> will be addressed in the Findings of Fact and Statement of Overriding Considerations.

**Response to Comment I-41.2:** The commenter disagrees with the Draft SEIR conclusion that water supply impacts would be less than significant and requests the proposed project use additional mitigation to reduce water consumption. Please refer to Master Response E: Water Supply for a response.

**Response to Comment I-41.3:** The commenter reiterates his concerns stated in Comments I-14.1 and I-41.2. Please refer to Response to Comment I-41.1 and Response to Comment I-41.2 for additional information.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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<sup>66</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 4.1 Traffic. Pages 4-7 to 4-16. City of Corona. January 2016.*

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**Letter I-42: Brian Skvarca**

Dated February 22, 2016.

**From:** [Terri Manuel](#)  
**To:** [Brian Skvarca](#)  
**Cc:** [Ray Hussey](#); [John Sherwood \(jsherwood@nwhm.com\)](#); [Mike Recupero \(mrecupero@recupero.net\)](#)  
[\(mrecupero@recupero.net\)](#)  
**Subject:** RE: Arantine Hills  
**Date:** Monday, February 22, 2016 10:42:49 AM

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Hello Brian,

I checked the address list, and you were on it with an address of 8022 Weirick Rd., Corona, CA 92883. Mailing went out on or about January 8th, the date that it was published in the paper and posted on the site.

To answer your immediate question, Glen Road is outside of the project boundary, outside of the city boundary, and it is not part of the project's circulation plan; therefore, it is not a requirement by the city of this developer to be improved. Your questions and comments will be addressed in more detail through a written response once the comment period is closed.

Thank you for your participation in the process.

Terri Manuel  
City of Corona  
951-736-2434

-----Original Message-----

From: Brian Skvarca [<mailto:bskvarca@yahoo.com>]  
Sent: Monday, February 22, 2016 10:22 AM  
To: Terri Manuel  
Subject: Arantine Hills

Good morning Teri

We meet sometime ago regarding the proposed changes to the development plans specifically the Knox Gate located adjacent to Glen road. Thank you for your time regarding those concerns. I do have another question regarding the same area of the plan. after reviewing the new EIR I was curious if there was any plans by the builder to partially improve there portion of the Glen road easement. I am not suggesting that they improve it with curbs and gutters. if at some time that easement needs to allow for two way traffic if the development does not address the proper grading for that portion of the road there will be an extensive cost to address this at a later. as I am not completely sure if the road and easement are dedicated but like any new development the city always request improvement to the builders for these improvements. I am sure they are addressing the drainage seeing that most of the run off from the hill adjacent to the southern parcel flows onto this parcel but I did not see any consideration on the integrity of the easement and its ability for two way traffic.

Thank you for your time

I also notice that a mailing was sent out regarding this property and I did not receive one. My address is 8022 North Weirick Road.

Brian Skvarca  
bskvarca@yahoo.com  
951-532-0263



## **Response to Letter I-42**

### **Brian Skvarca**

**Response to Comment I-42.1:** The commenter is requesting more information on whether the proposed project includes plans to improve Glen Road. In particular, the commenter appears to be concerned with drainage along the Glen Road easement.

Improvements to Glen Road are not included as part of the Development Agreement between the developer and the City. The TIA (Appendix A in the Draft SEIR) for the proposed project identified roadways and intersections within the project area that could be affected by project traffic and recommended improvements based on the project's impacts. Since Glen Road is not located within the project or City boundaries, and it would also not be affected significantly by project traffic, there does not exist a "nexus" by which the City could require the developer to improve it. Therefore, no improvements to Glenn Road shall be made. Please refer to Master Response D: Traffic for additional information on traffic impacts and proposed roadway improvements.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-43: Christine Genthe**

Dated February 22, 2016.

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**From:** Christine Genthe [mailto:christinegenthe@yahoo.com]  
**Sent:** Monday, February 22, 2016 5:32 PM  
**To:** Terri Manuel  
**Subject:** Arantine Hills

Hello Terri,

I am emailing regarding this development and the impact it will have on our city. Frankly we don't need one more house built in this city, and I'm a realtor, so that's saying something.

1

However it appears this project was approved years ago and now is moving forward. But how is it moving forward? Please make sure along with city council that this project allows for suitable infrastructure to be built ahead of time to prepare the area and our city, by means of a new school for all these thousands of kids, and building the new bridge at Cajalco for all the thousands of vehicles this project will bring. Anything less is total irresponsibility on the part of the city.

2  
3

We are growing in homes here with no access and few adequate jobs. Let's make a positive change with this project. Thank You.

4

[Sent from Yahoo Mail on Android](#)

## Response to Letter I-43

### Christine Genthe

**Response to Comment I-43.1:** The commenter is stating her general opposition to the proposed project and opinion that the City does not require any more housing. These statements constitute opinions and observations that do not address the environmental analysis contained in the Draft SEIR. The City Council will consider all stated opinions and comments on the project and SEIR prior to making any decisions regarding the proposed project.

**Response to Comment I-43.2:** The comment regards concerns about infrastructure, specifically schools. Please refer to Master Response C: Schools for a detailed response.

**Response to Comment I-43.3:** The comment regards concerns about infrastructure, specifically the Cajalco overpass. Please refer to Master Response D: Traffic for a detailed response.

**Response to Comment I-43.4:** The comment regards concerns about local circulation and job availability. Just as the original plan provided for, the revised plan features two points of access from Eagle Glen Parkway. The access and circulation for the Arantine Hills Specific Plan Amendment have been evaluated by the City's Traffic Engineer and Police and Fire Department personnel, and meet the requirements for proper circulation and emergency access. Please refer to Master Response D: Traffic for additional information.

The proposed change in land uses under the Arantine Hills Specific Plan Amendment (elimination of all 39.7 acres of Mixed Use area, which included commercial, high density residential, business park, industrial, and commercial uses totaling 87 percent reduction in overall commercial acreage) would result in a reduction of proposed employment-generating uses. Nevertheless, baseline employment-generating uses at the project site are minimal, and the proposed project would generate employment via temporary construction jobs and commercial/retail jobs from the proposed ten acres of general commercial land use that otherwise would not be provided under a no project scenario.

The proposed project would not result in changes to the location, size, or boundaries of the Specific Plan analyzed under the 2012 Certified EIR. Therefore, the total area included within the Specific Plan that could result in additional population growth as a result of the development of housing or job-generating land uses has not changed. Additionally, the proposed project does not propose any land use designations not previously analyzed in the Certified EIR that may result in a substantial increase in population growth in the area. Although the proposed project would increase the total acreage of residential development by 55 acres, the total number of residential units (1,621 units plus an additional 185 if age-qualified units are developed in Planning Areas 6 and 10 for a total of 1,806 units total) would not increase. The California Department of Finance (DOF) factor for people per household has increased slightly since the Specific Plan was adopted, from 3.23 to 3.48. Assuming every resident is a new citizen of the City, the residential uses included as part of the Specific Plan and proposed project would result in a population increase in the City up to 6,249, which is approximately 1,000 more people than originally anticipated in the Certified EIR.<sup>67</sup> The 6,249 additional residents anticipated would represent approximately 3.9 percent of the City's population based on DOF estimates for 2015.<sup>68</sup> As discussed in the Certified EIR,<sup>69</sup> this potential population

<sup>67</sup> California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011–2015. <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php> (accessed June 25, 2015).

<sup>68</sup> Ibid.

<sup>69</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093. Chapter 4.13 population and Housing.* City of Corona, July 2012.

growth would not induce growth beyond what the City is anticipating based on the approved Specific Plan for the area.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

**Letter I-44: Krupali Tejura**

Dated February 22, 2016.

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-----Original Message-----

From: Krupali Tejura [<mailto:krupalitejura@gmail.com>]

Sent: Monday, February 22, 2016 3:33 PM

To: Terri Manuel

Subject: Arantine Hills Dev

As a longtime resident I am 100% opposed to this development- it will cause more traffic, and more of an infrastructure headache.

Krupali Tejura MD

Sent from my iPhone



## Response to Letter I-44

### Krupali Tejura

**Response to Comment I-44.1:** The comment regards concerns about increased traffic and additional strain on infrastructure as a result of the proposed project. Master Response A: Land Use/Commercial Properties provides information on proposed commercial uses. Master Response B: Parks/Open Space provides information on proposed parkland and open space. Master Response C: Schools provides information on project-related impacts to schools. Master Response D: Traffic provides information on proposed roadway improvements. Master Response E: Water Supply provides information on groundwater impacts of the proposed project.

With regard to additional perceived infrastructure deficiencies, no changes in the location, size, or boundaries of the Specific Plan area have occurred since adoption of the Specific Plan in 2012, so the proposed project would not result in changes to the location, size, or boundaries of the Specific Plan. The total number of residential dwelling units allowed by the Specific Plan (1,806) would not change as a result of the proposed project. Therefore, population as a result of the Specific Plan within the City would not increase substantially and place an increased demand on infrastructure such that greater impacts would occur with implementation of the proposed project when compared to those identified in the Certified EIR.<sup>70</sup>

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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<sup>70</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093.* City of Corona, July 2012.

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**Letter I-45: Patricia Choate**

Dated February 22, 2016.

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**From:** Terri Manuel <Terri.Manuel@ci.corona.ca.us>  
**Sent:** Monday, February 22, 2016 1:25 PM  
**To:** P Choate  
**Cc:** Ray Hussey; John Sherwood (jsherwood@nwhm.com); Mike Recupero (mrecupero@recupero.net) (mrecupero@recupero.net)  
**Subject:** RE: Arantine Hills Housing Project, Notification and Comment period, deadline 2/22/16

Thank you Ms. Choate. We have received your letter, and it will be included with others that we have received as part of the record with written responses.

Terri Manuel  
City of Corona  
951-736-2434

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**From:** P Choate [<mailto:plt.choate@yahoo.com>]  
**Sent:** Monday, February 22, 2016 1:11 PM  
**To:** Terri Manuel  
**Subject:** Arantine Hills Housing Project, Notification and Comment period, deadline 2/22/16

Hello Ms. Manuel:

Please see my attached letter regarding the Arantine Hills project. Please also reply confirming receipt of this letter. Thank you.

Regards,  
Patricia Choate

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Patricia Choate  
Corona, CA 92883

2/22/16

To: Terri.Manuel@ci.corona.ca.us

RE: Arantine Hills Housing Project, Notification and Comment period, deadline 2/22/16

Dear Ms. Manuel:

I along with thousands of residents who live near the Arantine Hills lot am opposed to the current version of the housing and / or retail development project.

I am aware the City of Corona has permitted the project and since then the builder has deviated from the original plan more than once. I consider what the City of Corona has permitted to be a complete disregard for the health, safety, wellbeing, and quality of life for the neighboring communities.

Here are my primary concerns:

**AIR QUALITY:**

The air quality in Riverside County has repeatedly rated as poor by the American Lung Association, which issued an "F" Score for 2013 and 2014 to Riverside County. See article in the Desert Sun dated April 30, 2014. <http://www.desertsun.com/story/news/environment/2014/04/30/american-lung-association-riverside-county-worst-us/8500589/>

As noted in the report, "Higher temperatures and dry, stagnant weather conditions can contribute to worsening smog from cars, trucks and other sources, as well as higher levels of tiny particles in the air."

A housing Project the size of Arantine Hills will dramatically bring with it an increase in vehicle use, increasing the poor air quality in Corona and Riverside County.

In 2015, The American Lung Association's, State of the Air, 2015 report ranked Riverside County 5<sup>th</sup> for "People at Risk in 25 Counties Most Polluted by Short-term Particle Pollution (24-hour PM2.5). See, [http://www.stateoftheair.org/2015/assets/ALA\\_State\\_of\\_the\\_Air\\_2015.pdf](http://www.stateoftheair.org/2015/assets/ALA_State_of_the_Air_2015.pdf). Again, adding new vehicles and travelers into the region will only make our existing health risks higher.

Factor in homes under construction and/or recently built in Downtown Corona, South Corona, and many cities south of Corona; a housing project the size of Arantine Hills will certainly add an immense burden to our resources, highways, roads and bridges causing more traffic, more pollution and extremely poor air quality.

**PESTICIDES:**

Although the Arantine Orchard is not a working Orchard, Pesticides were used. When I asked about the soil findings during meetings with the builder and city officials the presence of pesticides / contamination were never denied, therefore once construction begins, the soil is lifted, turned and/moved harmful particles will be present in our environment.

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Has the City of Corona required a variety of tests of the land soil? During meetings with the builder and City of Corona representatives, I was told "some" tests were performed and the builders were satisfied with the results. Are they satisfied because they will not be living near the project and it will not affect their family's health or are they satisfied because they have absolute knowledge no one will suffer health related issues? I want to read *in print* through the City of Corona and the Builders of this project that the families surrounding this Arantine Hills project have no reason for concern about their health in relationship to this project. I want to read that the ground *is not contaminated* and the moving of soil via transport or air will not harm any of us in any way. Until I see this in writing, I will fear for the wellbeing for all families living in the areas surrounding the Arantine Hills land.

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Reports reflect farming where pesticides have been used are not only a concern for neighboring families but a primary concern when use is near a school and children. See page 5 & 6 of the California Environmental Protection Agency Department of Pesticide Regulation, "Concepts to Address Pesticide Use Near Schools". [http://www.cdpr.ca.gov/docs/legbills/pesticide\\_concepts.pdf](http://www.cdpr.ca.gov/docs/legbills/pesticide_concepts.pdf)

Public Policy regarding Pesticides sale and use is such a concern, this very month of February 2016, DPR is holding public hearings on proposed regulation.

The fact Corona officials granted a construction permit with little to no consideration of the possibility of harm or endangering the health of the Residents of this City or the children who play at nearby parks or attend nearby schools is alarming. Did the City of Corona grant the construction permit before or after they received soil test samples?

Because there is a likelihood soil will be moved via vehicle transport or air these locations: Wilson Elementary, Spyglass Park, Eagle Glen Park, El Cerrito Sports Park, El Cerrito Middle School, El Cerrito Library are all at risk.

**ACCESS AND PUBLIC SAFETY:**

There are not enough "THROUGH" streets with enough lanes to accommodate the existing residents in the area where Arantine Hills is located. In the event of an emergency, we fear we will be trapped and unable to evacuate if necessary.

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How will emergency vehicles; Fire, Ambulance and Police get through to us when our *through* streets are far more dense with vehicles? Adding a new community with 1,600 homes will also add hundreds to a thousand or more automobiles to already overburdened streets, highways and communities placing existing and new residents at risk of not receiving emergency assistance when needed.

**SCHOOLS:**

Families with children have been complaining about local schools being overcrowded as well as their commute to get their children across town to schools quite far away from their homes. This project will allow for another 1,600 homes, many likely with children who will add to the overcrowded issues we hear about daily. During meetings, we were told *the School Board is not complaining about the new homes and potential new students*. The fact is, the School Board does not carry the burden of getting every school child to school every day nor are they sitting in the overcrowded classrooms.

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**CAJALCO BRIDGE:**

The idea we are expected to endure regular weekday traffic in a community with a couple of through streets and a one (1) lane bridge connecting us to the other side of the 15 freeway. That we are expected to share these limited access streets with Arantine Hills construction workers, subcontractors, deliveries of

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construction equipment, machinery, masonry products, concrete, lumber plumbing, electrical, solid surface and landscape materials for the new homes at Arantine Hills is frankly absurd!

As already stated, our community has a couple of THROUGH streets. The limited "through" streets are being traveled by local residents and commuters crossing through the City of Corona to avoid the 91 and 15 freeway traffic and interchange

Anyone who believes once the 91 freeway is widened our crossing through community traffic will subside is out of touch with reality. Commuters who have an opportunity to exit the freeway and take an alternate route will continue to do so.

Expanding / widening the Cajalco bridge will allow more vehicles to be on it at the same time. It will not resolve the ongoing problem of commuters bypassing the 91 and 15 interchange to get across town faster and crowding our only through streets with commuters /vehicles.

Allowing new housing construction to begin before the bridge is widened in an overburdened community with a couple of through streets is an outrageous idea.

The only way the building plan will be acceptable to the surrounding community of homeowners who already provide tax income for the City of Corona is if we are guaranteed the soil is not contaminated and will not pose health risks once constructions begins. The Bridge is widened before any housing construction begins, the amount of homes is reduced, the builder guarantees they are keeping 55 and over only residents in the plan and a minimum of high density housing is included in the plan.

Regards,

Patricia Choate



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## Response to Letter I-45

### Patricia Choate

**Response to Comment I-45.1:** The City is in receipt of the comment letter sent by Patricia Choate on February 22, 2016 and is including it in the public record as Comment Letter I-45.

**Response to Comment I-45.2:** The comment regards general opposition to the proposed Arantine Hills Specific Plan Amendment and concerns about changes to the project since the 2012 Certified EIR. Additionally, the commenter is stating her opinion on the City's approach towards the proposed project; this opinion does not address the environmental analysis contained in the Draft SEIR. The City Council will consider all stated opinions and comments on the project and SEIR prior to making any decisions regarding the proposed project.

As a result of amendments proposed to the Arantine Hills Specific Plan, the project is subject to a Supplemental Environmental Impact Report (SEIR) to assess any changes in the conclusions originally reached in the previously certified EIR attributable to either: 1) change in a project; 2) change in the circumstance under which a project is undertaken; or 3) introduction of new information of substantial importance that was not known at the time the previous EIR was certified. The reason for preparation of this SEIR primarily relates to the first condition (i.e., change in a project), because the project definition contained in the current proposals requested by the project applicant differ from the project that was approved as part of the certified EIR.<sup>71</sup>

The proposed Arantine Hills Specific Plan Amendment would result in a change in the land use patterns and densities in comparison to the approved Specific Plan. Additionally, the project applicant proposes a General Plan Amendment, Tentative Tract Map, and a Development Agreement. The change in the project includes a reduction in commercial land uses, elimination of mixed-use land uses, changes in the type of residential development, expansion of residential development into the areas previously approved for commercial and mixed-use areas, a reduction in the acreage of parks, and an increase in open space. The Specific Plan Amendment also includes three design options to convey storm flows to protect the proposed residential and commercial uses as well as the existing Bedford Canyon Wash.

The purpose of this document (SEIR) is to evaluate proposed changes to the project which was originally analyzed in the Arantine Hills Specific Plan EIR certified by the City in 2012 and to demonstrate that an SEIR is the appropriate document under the CEQA in accordance with Public Resources Code (PRC) Section 21000 et seq. and the CEQA Guidelines (14 California Code of Regulations [CCR] Section 1500 et seq.) to evaluate these changes.

The Approved Specific Plan EIR was certified by the City of Corona as the Lead Agency under CEQA for the project. In accordance with CEQA Guidelines (Sections 15162 and 15163), this Supplement to the Certified EIR has been prepared and circulated for public comment in order to address the potential environmental impacts of the proposed changes in Specific Plan land uses.

**Response to Comment I-45.3:** This comment cites American Lung Association articles, which describe the County's air quality pollution and high levels of particular matter pollution. The Commenter further expresses concerns that traffic generated by the proposed project would exacerbate already-poor air quality conditions in the County.

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<sup>71</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093.* City of Corona, July 2012.



The Certified EIR found the original project would have significant long-term impacts to air quality, even with mitigation. As illustrated in Tables 3.B and 3.C of the Draft SEIR,<sup>72</sup> the proposed project is anticipated to generate fewer operational emissions of VOC, NO<sub>x</sub>, CO, PM<sub>2.5</sub>, and PM<sub>10</sub> compared to the original project analyzed in the Certified EIR. In addition, as demonstrated in the Draft SEIR, emissions of PM<sub>2.5</sub> for the proposed project are below SCAQMD regional significance thresholds for long-term and localized emissions. While the proposed project would generate a new source of PM<sub>2.5</sub>, it would not individually result in a significant increase to both local residents and those living in the County area.

However, the South Coast Air Basin is in non-attainment for several criteria pollutants, including PM<sub>2.5</sub>. The proposed project, in combination with other development in the Basin, would therefore contribute to a cumulative impact. Consistent with the requirements of CEQA, the proposed project has incorporated relevant mitigation from the Certified EIR. Similarly, cumulative development in the County and Basin is required to implement mitigation to reduce construction and operational air quality impacts. The City originally adopted a Statement of Overriding Considerations for the project to demonstrate that the benefits of the project outweigh these air quality related environmental impacts. Short-term construction and long-term operational air pollution emissions are reduced in comparison to the previously approved project contained in the original certified EIR, and air quality impacts as a result of the proposed project would be less severe than those analyzed in the certified EIR for the previously approved project. Nevertheless, a significant impact remains, and a Statement of Overriding Considerations will be issued to demonstrate the benefits of the proposed project outweigh these air quality related environmental impacts. The City Council shall consider all stated opinions and comments on the project prior to making any decisions regarding the proposed project.

**Response to Comment I-45.4:** The comment regards concerns about the possible presence of pesticides on the proposed project site. The proposed project has not changed in size or location from the original project analyzed in the 2012 Certified EIR. Therefore, issues concerning the potential for hazardous materials were adequately addressed in the 2012 Certified EIR.<sup>73</sup>

The changes to the project, including the revised Tentative Tract Map and Specific Plan Amendment do not change the previous conclusions in the 2012 Certified EIR regarding impacts to hazardous materials. Therefore, as stated in Section 3.10 of the Draft SEIR, the conclusions in the original EIR remain, and the project revisions do not alter those conclusions.<sup>74</sup> Therefore, no further analysis is necessary, and no additional or revised mitigation is required.

**Response to Comment I-45.5:** The commenter states there are not enough through streets in the revised Specific Plan, and emergency access would therefore be impeded. Just as the original plan provided for, the revised plan features two points of access from Eagle Glen Parkway. The access and circulation for the Arantine Hills Specific Plan Amendment have been evaluated by the City's Traffic Engineer and Police and Fire Department personnel, and meet the requirements for proper circulation and emergency access.

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<sup>72</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.5 Air Quality. Page 3-16. City of Corona. January 2016.*

<sup>73</sup> *Final Environmental Impact Report for the Arantine Hills Specific Plan, SCH No. 2006091093. Chapter 4.8 Hazards and Hazardous Materials. City of Corona, July 2012.*

<sup>74</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.10 Hazards and Hazardous Waste. Pages 3-50 to 3-59. City of Corona. January 2016.*

Development and implementation of the Arantine Hills Specific Plan Amendment will be designed, constructed, and operated per applicable standards for new development in regard to public safety and fire prevention/protection standards established by Corona Police Department, Corona Fire Department, and/or the City, or State. Such requirements may include (but are not limited to) provisions for smoke alarms; sprinklers; building and emergency access; adequate emergency notification; and hydrant sizing, pressure, and siting. The development of the Arantine Hills Specific Plan Amendment commercial uses will not cause fire staffing, facilities, or equipment to operate at a deficient level of service. In addition, the project will be required to pay development fees used to fund capital costs associated with constructing new public safety and fire-fighting structures and purchasing equipment for new public safety and fire-fighting structures and services. The Arantine Hills development will also be annexed to the Public Services CFD, to pay their fair share of public safety services

**Response to Comment I-45.6:**

Please refer to Master Response C: Schools for a detailed response.

**Response to Comment I-45.7:** The commenter is concerned that widening the Cajalco Bridge would not sufficiently address traffic impacts of the proposed project. The commenter elaborates that commuters' use of side streets in bypassing State Route 91 and Interstate 15 junction would continue even with the proposed improvements. Cut-through traffic is a pre-existing condition that is not caused by the proposed project. Please refer to Master Response D: Traffic for a response.

**Response to Comment I-45.8:** The commenter is making several requests for modification of the Specific Plan: The requests include a reduction in the number of homes, incorporation of senior housing, and minimizing of high density housing. The number of dwelling units (1,806) contained in the proposed project remains unchanged from the original Specific Plan. The changes to the project, including the revised Tentative Tract Map and Specific Plan Amendment, do not change the previous conclusions in the 2012 Certified EIR regarding impacts related to population and housing. Therefore, as stated in Section 3.15, the conclusions in the 2012 Certified EIR remain, and the project revisions do not alter those conclusions.<sup>75</sup> Therefore, no further analysis is necessary, and no additional or revised mitigation is required.

The commenter requests a reduction in high density housing. The original approval provided for varying residential densities of low, medium and high. The revised plan eliminates apartments for families and reduces high density by 38 percent in favor of more low and medium residential density across the project site. The City Council will consider all stated opinions and comments on the project and EIR prior to making any decisions regarding the proposed project.

The commenter requests the incorporation of senior housing. The project allows for 185 units of age qualified housing.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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<sup>75</sup> *Draft Supplement to Final Environmental Impact Report for the Arantine Hills Specific Plan Amendment, SCH No. 2006091093. Section 3.15 Population and Housing. Pages 3-84 to 3-87. City of Corona. January 2016.*

**Letter I-46: Lucia Ciccodemarco-Hofmann**

Dated February 23, 2016.

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**From:** Lucia Ciccodemarco-Hofmann [mailto:[luciach67@sbcglobal.net](mailto:luciach67@sbcglobal.net)]  
**Sent:** Tuesday, February 23, 2016 11:27 AM  
**To:** Terri Manuel  
**Subject:** Fw: Arantine Hills

Lucia Ciccodemarco-Hofmann

On Tuesday, February 23, 2016 11:24 AM, Lucia Ciccodemarco-Hofmann <[luciach67@sbcglobal.net](mailto:luciach67@sbcglobal.net)> wrote:

To whom it may concern, My husband and I have lived in Eagle Glen for 15yrs. We are definitely opposed to having this project in our neighbor hood. Please count this as a no vote times two.

Thank you,

Lucia Ciccodemarco-Hofmann

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## **Response to Letter I-46**

### **Lucia Ciccodemarco-Hofmann**

**Response to Comment I-46.1:** The City notes the commenter is opposed to the proposed project. None of these comments apply to the SEIR analysis or conclusions, but are personal observations about the project and project review process. The City Council will consider all stated opinions and comments on the project and SEIR prior to making any decisions regarding the proposed project.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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**Letter I-47: Jane Moore**

Dated February 25, 2016.

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-----Original Message-----

From: Jane Moore [<mailto:jachtr@me.com>]

Sent: Thursday, February 25, 2016 11:11 AM

To: Terri Manuel

Subject: 1600-home Arantine development in South Corona

We have been residents of South Corona for the past 10 years. When we first moved here, the traffic was reasonable, and the route to the freeway uncluttered. Now, with the widening of the El Cerrito/Foothill thoroughfare, traffic in our neighborhoods has truly become seriously impacted.

Please think of existing residents who are not for stoppage of progress, but for reasonable growth that won't impact our freeways once again, making the 15/91 resolutions become obsolete almost immediately. Our surface streets are already overcrowded in South Corona. Please DO NOT approve the 1600-home Arantine Home Development. I can only imagine the already crowded Cajalco as a parking lot.

Jane Moore (Crest Verde Development)



## **Response to Letter I-47**

### **Jane Moore**

**Response to Comment I-47.1:** The comment regards concern about the traffic conditions in the region and the impacts the proposed project would have on traffic. Also, the number of residential units is not changing because the City already approved 1,806 homes in 2012 as part of the originally certified EIR. Please refer to Master Response D: Traffic for a detailed response.

**Note:** These comments do not result in the need to revise the Draft SEIR document.

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## **4.0 UPDATED MITIGATION MONITORING AND REPORTING PROGRAM**

This chapter provides the Mitigation Monitoring and Reporting Program (MMRP) for the Proposed Project with mitigation measures presented in final format. Any changes to mitigation measures from the Draft SEIR to the Final SEIR as a result of public and agency comments received are shown in Chapter 2.0 of this Final SEIR and fully incorporated in this MMRP.

This MMRP is in compliance with Section 15097 of the California Environmental Quality Act (CEQA) Guidelines, which requires that the Lead Agency “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.”

The CEQA requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment (Public Resource Code Section 21081.6). The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation.

This MMRP contains the following elements:

1. The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
2. A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
3. The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This MMRP includes mitigation identified in the Final SEIR.

As the Lead Agency, the City of Corona (City) is responsible for ensuring full compliance with the mitigation measures adopted for the proposed project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project area. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the project is required and/or whether alternative mitigation is appropriate.

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### UPDATED MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST

**Project File Name:** Arantine Hills Specific Plan **Applicant:** The New Home Company  
**Amendment**

**Date:** May 2016

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<b>AIR QUALITY</b>						
<b>4.3.6.1A</b> Prior to the issuance of a grading permit, the project developer shall require by contract specifications that contractors shall place construction equipment staging areas at least 200 feet away from sensitive receptors. Contract specifications shall be included in the project Specific Plan construction documents, which shall be reviewed by the City.	City of Corona Public Works Building and Safety Planning Division	Prior to Grading and during grading and construction operations.	Prior to Issuance of Grading Permit	Review of construction documents and on-site inspection.		Withhold Grading Permit and/or Issuance of a Stop Work Order
<b>4.3.6.1B</b> Prior to the issuance of a grading permit, the project developer shall require by contract specifications that contractors shall utilize power sources (e.g., power poles) or clean-fuel generators. Contract specifications should be included in the Specific Plan construction documents, which shall be reviewed by the City.	City of Corona Public Works Building and Safety Planning Division	Prior to Grading and during grading and construction operations.	Prior to Issuance of Grading Permit	Review of construction documents and on-site inspection.		Withhold Grading Permit and/or Issuance of a Stop Work Order
<b>4.3.6.1C</b> Prior to the issuance of a grading permit, the project developer shall require contract specifications that contractors shall utilize California Air Resources Board (CARB) Tier II Certified equipment or better during the rough/mass grading phase for the following pieces of equipment: rubber-tired dozers and scrapers. Contract specifications shall be included in the Specific Plan construction documents, which shall be reviewed by the City.	City of Corona Public Works Building and Safety Planning Division	Prior to Grading and during grading and construction operations.	Prior to Issuance of Grading Permit	Review of construction documents and on-site inspection.		Withhold Grading Permit and/or Issuance of a Stop Work Order
<b>4.3.6.1D</b> Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor uses 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) to the extent feasible. If the project applicant and his contractor determine that 2010 model year or newer diesel trucks cannot be obtained, the project applicant shall notify the City that trucks with EPA 2007 model year NO <sub>x</sub>	City of Corona Building and Safety Planning Division	Prior to Grading and during grading and construction operations.	Prior to Issuance of Grading Permit	Review of construction documents and on-site inspection.		Withhold Grading Permit and/or Issuance of a Stop Work Order

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
emissions shall be utilized.						
<p><b>4.3.6.1E</b> Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor use on-site construction equipment that meet EPA Tier 3 or higher emissions standards according to the following schedule:</p> <ul style="list-style-type: none"> <li>• Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</li> <li>• A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.</li> </ul>	City of Corona Building and Safety Planning Division	Prior to Grading and during grading and construction operations.	Prior to Issuance of Grading Permit	Review of construction documents and on-site inspection.		Withhold Grading Permit and/or Issuance of a Stop Work Order
<p><b>4.3.6.1F</b> The City shall encourage construction contractors to apply for SCAQMD "SOON" funds by advising project applicants and their contractors of this programs availability. Information on this program can be found at the following website: <a href="http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines&amp;parent=vehicle-engine-upgrades">http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines&amp;parent=vehicle-engine-upgrades</a>.</p>	The City of Corona Building and Safety Planning Division	Prior to site grading.	Prior to issuance of a grading permit	The City shall provide the applicant and the construction contractor(s) the relevant information.		Withhold Grading Permit
<p><b>4.3.6.3A:</b> Prior to the issuance of each building permit, the project applicant shall require by contract specifications that architectural coatings require the use of either HVLP spraying equipment or manual application techniques to apply architectural coatings. Contract specifications shall be included in the Specific Plan construction documents, which shall be reviewed by the City.</p>	City of Corona Building and Safety	Prior to Construction (once)	Prior to issuance of Building Permit	Review of construction documents and on-site inspection		Withhold Building Permit and/or Issuance of a Stop Work Order
<p><b>4.3.6.4A:</b> Prior to issuance of each building permit associated</p>	City of Corona	Prior to	Prior to	Review of building		Withhold

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<p>with the Specific Plan, building and site plan designs shall ensure that the project's energy efficiencies surpass applicable 2008 California Title 24, Part 6 Energy Efficiency Standards by a minimum of 20 percent. Verification of increased energy efficiencies shall be documented in Title 24 Compliance Reports provided by the Applicant, and reviewed and approved by the City. Any combination of the following design features may be used to fulfill this requirement provided that the total increase in energy efficiency meets or exceeds 20 percent:</p> <ul style="list-style-type: none"> <li>• Exceed 2008 California Title 24 Energy Efficiency performance standards for water heating and space heating and cooling.</li> <li>• Increase in insulation such that heat transfer and thermal bridging is minimized.</li> <li>• Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption.</li> <li>• Incorporate dual-paned or other energy efficient windows.</li> <li>• Incorporate energy efficient space heating and cooling equipment.</li> <li>• Install interior and exterior energy efficient lighting which exceeds the 2008 California Title 24 Energy Efficiency performance standards including but not limited to automatic devices to turn off lights when they are not needed.</li> <li>• To the extent that they are compatible with landscaping guidelines established by the City, include shade-producing trees, particularly those that shade paved surfaces such as streets and parking lots and buildings, within the project site.</li> <li>• Use light and off-white colors in the paint and surface color palette for project buildings to reflect heat away.</li> </ul>	Building and Safety Planning Division	Construction (once)	Issuance of Building Permits	plans and on-site inspection		Building Permits

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<ul style="list-style-type: none"> <li>All buildings shall be designed to accommodate renewable energy sources, such as photovoltaic solar electricity systems, appropriate to their architectural design.</li> </ul>						
<p><b>4.3.6.4B:</b> Prior to issuance of each building permit associated with the Specific Plan, the following design features shall be implemented to reduce energy demand associated with potable water conveyance:</p> <ul style="list-style-type: none"> <li>Landscaping palette emphasizing drought-tolerant plants;</li> <li>Use of water-efficient irrigation techniques; and</li> <li>U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.</li> </ul>	City of Corona Building and Safety Planning Division	Prior to Construction (once)	Prior to Issuance of Building Permits and Final Site Plan Approval	Review of final site plan and building plans and on-site inspection.		Withhold Building Permits
<p><b>4.3.6.4E:</b> The developer shall provide electric car charging infrastructure for multi-family residential and commercial land uses.</p>	City of Corona Building and Safety Planning Division	Prior to Construction (once)	Prior to Issuance of Building Permits and Final Site Plan Approval	Review of final site plan and building plans and on-site inspection.		Withhold Building Permits
<p><b>4.3.6.1H:</b> The developer(s) within the multifamily and single family developments shall provide outside electric outlets and natural gas stub outs.</p>	City of Corona Building and Safety Planning Division	Prior to Construction (once)	Prior to Issuance of Building Permits and Final Site Plan Approval	Review of final site plan and building plans and on-site inspection.		Withhold Building Permits
<b>BIOLOGICAL RESOURCES</b>						
<p><b>4.4.5.1A:</b> If grading and construction activities begin during the California gnatcatcher breeding season (February 15 through August 30), a qualified biologist shall survey all potential nesting vegetation within and adjacent to the site for nesting birds, prior to commencing vegetation removal. Surveys shall be conducted at the appropriate time of day. If no nesting birds were observed, project activities may begin. If an active bird nest is located, the nest site shall be fenced a minimum of 500 feet in all directions, and this area shall not be disturbed until after the nest becomes</p>	City of Corona Planning Division	Prior to Grading	Prior to Issuance of Grading Permit	Submittal of Evidence that the pre-construction survey has been completed.		Withhold Grading Permit



Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p>inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by the activities. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas provided the qualified biologist develops a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). This monitoring plan will be submitted to the City of Corona for approval prior to work within the buffer.</p>						
<p><b>4.4.5.2A:</b> Pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present shall be conducted by a qualified biologist (as determined by the City of Corona) within 30 days prior to the commencement of ground disturbing activities.</p> <p>If active burrowing owl burrows are detected during the breeding season, all work within 300 feet of any active burrow will be halted until that nesting effort is finished. The on-site biologist will review and verify compliance with these boundaries and will verify the nesting effort has finished. Work can resume when no other active burrowing owl burrows are found.</p> <p>If active burrowing owl burrows are detected outside the breeding season, then passive and/or active relocation may be approved following consultation with CDFW and/or USFWS. If owls are found to be present on site, the CDFW should be notified within three days of the detection of occupied burrows, and a project burrowing owl conservation strategy should be developed in cooperation with the CDFW, USFWS, and the Western Riverside County Regional Conservation Authority. One-way doors may be installed as part of a passive relocation program. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and backfilled to ensure that animals do not reenter the holes/dens.</p> <p>Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.</p>	<p>City of Corona Planning Division</p>	<p>Prior to grading</p>	<p>Prior to Issuance of Grading Permit</p>	<p>Submittal of Evidence that a qualified biologist has been hired and the pre-construction survey has been completed.</p> <p>Submittal of a report of the survey findings to the City.</p> <p>If active burrows are detected provide evidence to the City that the passive relocation plan has been approved by CDFW and USFWS.</p>		<p>Withhold Grading Permit</p>

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<b>4.4.5.2B:</b> The removal of potential nesting bird habitat will be conducted outside of the nesting season (February 1 to August 31) to the extent feasible. If grading or site disturbance is to occur between February 1 and August 31, a nesting bird survey shall be conducted by a qualified biologist (as determined by the City of Corona) within no more than 72 hours of scheduled vegetation removal, to determine the presence of nests or nesting birds. If active nests are identified, the biologist will establish buffers around the vegetation (500 feet for raptors, 200 feet for non-raptors). All work within these buffers will be halted until the nesting effort is finished (i.e. the juveniles are surviving independent from the nest). The on-site biologist will review and verify compliance with these nesting boundaries and will verify the nesting effort has finished. Work can resume when no other active nests are found. Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping. If vegetation clearing is not completed within 72 hours of a negative survey, the nesting survey must be repeated to confirm the absence of nesting birds.	City of Corona Planning Division	Prior to site grubbing or grading	Prior to Issuance of Grading Permit	Submittal of evidence that a qualified biologist has been hired and the pre-construction survey has been completed.  Submittal of a report of the survey findings to the City.		Withhold Grading Permit
<b>4.4.5.3A:</b> Prior to the issuance of grading permits for the affected jurisdictional areas, the project applicant shall provide evidence to the City that a Section 404 Permit from the USACE, a Section 401 Permit from the RWQCB, and a Section 1602 Streambed Alteration Agreement from the CDFW have been obtained for impacts to jurisdictional waters in the project site.	City of Corona Planning Division	Prior to grubbing and grading	Prior to Issuance of Grading Permit	Provide evidence to the City that the 404 Permit, 401 Permit and Section 1602 Agreement have been obtained.		Withhold Grading Permit
<b>4.4.5.3B:</b> Prior to the issuance of grading permits for the affected jurisdictional areas, a Determination of Biological Superior or Equivalent Preservation (DBESP) shall be submitted to the Riverside Conservation Authority (RCA) identifying potential impacts to riparian/riverine areas, discussing why avoidance of impacts to riparian/riverine areas was not feasible, and identifying compensation for the loss of riparian/riverine areas.	City of Corona Planning Division	Prior to grubbing and grading	Prior to Issuance of Grading Permit	Provide evidence the DBESP has been submitted to the RCA and mitigation in the DBESP is approved by the RCA and City.		Withhold Grading Permit
<b>4.4.5.3C</b> The Applicant shall mitigate for the permanent loss of USACE and CDFW jurisdictional and MSHCP riparian/riverine resources on site at a 2:1 ratio. Mitigation may occur on-site	City of Corona Planning Division	Prior to grubbing and grading	Prior to Issuance of Grading Permit	Provide evidence to the City or participation in a		Withhold Grading Permit

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p>within Bedford Canyon Wash or one of its tributaries; mitigation may occur through applicant-sponsored mitigation at an off-site location within the MSHCP boundaries; or mitigation may occur through purchase of credits at an approved mitigation bank or in-lieu fee program such as the Santa Ana Watershed Association (SAWA) In-Lieu Fee Wetland Creation Program or equivalent, if available. One potential off-site location for applicant sponsored mitigation. One potential off-site location is a property known as Altfillisch located in the City of Eastvale, along the Santa Ana River. A portion of the Altfillisch property would be enhanced through removal of invasive plant species, and a conservation easement (CE) would be placed on the land. A third-party entity approved by the CDFW would conduct the work for CE compliance and provide long-term management. The CE would be in favor of a conservancy, such as the Riverside-Corona Resource Conservation District (RCRCD).</p>				<p>mitigation bank or in-lieu fee program has been secured by the applicant.</p>		
<p><b>4.4.5.3D</b> Following the completion of grading, all of USACE and CDFW jurisdictional areas that will be temporarily impacted shall be restored using native vegetation.</p>	<p>City of Corona Planning Division</p>	<p>Onsite inspection after grading</p>	<p>After onsite grading.</p>	<p>Onsite inspection.</p>		<p>Withhold Occupancy permits and/or Issuance of a Stop Work Order.</p>
<p><b>Mitigation Measure 4.4.5.3E:</b> For Bedford Canyon Wash design options 2 and 3, it is anticipated that periodic maintenance may be necessary within the soft bottom channel/Bedford Canyon Wash, such as trash and invasive species removal; riprap and grade control structure repair; therefore, an Operations and Maintenance Manual or Long Term Management Plan shall be prepared, subject to the approval of the Resource Agencies, which will identify the appropriate methods and timing regarding the maintenance of the restored wash.</p>	<p>City of Corona Planning Division  Riverside County Flood Control and Water Conservation District</p>	<p>Prior to Grading</p>	<p>Prior to Issuance of Grading Permits for the affected jurisdictional areas</p>	<p>Submittal by applicant of Evidence that the Operations and Maintenance Manual has been approved by the Resource Agencies.</p>		<p>Withhold Grading Permit</p>
<p><b>CULTURAL RESOURCES</b></p>						
<p><b>4.5.6.1A:</b> The applicant shall retain a qualified archaeological monitor who shall prepare an Archaeological Resources Mitigation Monitoring Plan in consultation with the Native American Tribe. The qualified archaeological monitor shall</p>	<p>City of Corona Planning Division</p>	<p>Prior to grading and on-going during ground disturbing</p>	<p>Prior to Issuance of Grading Permit</p>	<p>Provide evidence to the City that a qualified archeologist(s)</p>		<p>Withhold Grading Permit and/or Issuance of a Stop Work</p>

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>attend all pre-grading meetings to inform the grading and excavation contractors of the archaeological resources mitigation program and shall instruct them with respect to its implementation. The qualified archaeological monitor shall be on site at all times during the initial phases of clearing and rough grading to inspect cuts for archaeological and cultural resources. If such resources are discovered, and are in danger of loss and/or destruction, the qualified archaeological monitor shall recover them. In instances where recovery requires an extended salvage time, the qualified archaeological monitor shall be allowed to temporarily direct, divert or halt grading to allow recovery of resource(s) in a timely manner. Recovered archaeological resources, along with copies of pertinent field notes, photographs, and maps, shall be deposited in a certified curation facility that meets the standards of the California Office of Historic Preservation. The resources shall be recorded in the California Archaeological Inventory Database. All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities.</p>		activities.		<p>monitor has been retained, and that the monitor will be present during all grading and other significant ground-disturbing.</p> <p>A report of findings shall be submitted to the City 30 days of the end of monitoring activities.</p>		Order
<p><b>4.5.6.1B:</b> All grading, excavation, and ground-breaking activities shall be monitored by a qualified tribal monitor(s). The project applicant shall pay all fees associated with such tribal monitors(s) and shall contact the Native American Tribe at least 30 days before pulling grading permits from the City. In the event of the discovery of Native American burial(s), the qualified tribal monitor(s) will have the authority to temporarily stop and redirect grading activities, in consensus with the archaeological monitor. The tribal monitor(s) shall attend all pre-grading meetings to assist the archaeological monitor with informing the grading and excavation contractors of the archaeological resources mitigation program and instruct them with respect to its implementation. The qualified tribal monitor shall be on site at all times during clearing and rough grading to inspect cuts for archaeological and cultural resources.</p>	City of Corona Planning Division	Prior to grading, excavation, and ground-breaking activities.	Prior to Issuance of Grading Permit	Provide evidence to the City that a tribal monitor or fees have been paid to the City to retain a tribal monitor has been retained, and that the monitor will be present during all grading and other significant ground-disturbing.		Withhold Grading Permit and/or Issuance of a Stop Work Order
<p><b>4.5.6.1C:</b> The developer shall enter into a Treatment and</p>	City of Corona	Prior to	Prior to	The developer shall		Withhold

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Disposition Agreement with the appropriate Native American Tribe prior to the issuance of a grading permit. The Treatment and Disposition Agreement shall identify the treatment of cultural items (artifacts) and the treatment and the disposition of human remains.	Planning Division	grading, excavation, and ground-breaking activities.	Issuance of Grading Permit	submit to the City a copy of the Treatment and Disposition Agreement entered into between the developer and the Native American Tribe.		Grading Permit and/or Issuance of a Stop Work Order
<b>4.5.6.1D:</b> Unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and is not subject to public disclosure requirements of the California Public Records Act, pursuant to the specific exemption set forth in California Government Code Section 6254(r).	City of Corona Planning Division	On-going as necessary during grading and construction phase.	During grading and construction phase.	A written agreement is entered into by the City, developer and Coroner.		Issuance of a Stop Work Order.
<b>4.5.6.2A:</b> Prior to the issuance of grading permits, the project proponent shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall include the provision of a trained paleontological monitor during on-site soil disturbance activities on the south side of Bedford Wash in Planning Areas 17, 18, and 19 and Planning Areas 1, 4, 7, 9, 10, 13, and 15. The monitoring for paleontological resources shall be conducted on a full-time basis during the rough-grading phases of the project, but limited to the rough-grading within the south side of Bedford Wash in Planning Areas 17, 18, and 19 and Planning Areas 1, 4, 7, 9, 10, 13, and 15. Additionally, paleontological monitoring is required below a depth of 10 feet in Planning Areas 1, 2, 3, 4, 5, 6, 8, 9, 14, and 15. In the event that paleontological resources are unearthed or discovered during excavation, Mitigation Measure 4.5.6.2C shall apply. Conversely, if no paleontological resources are unearthed or discovered on site during excavation, no additional mitigation is required.	City of Corona Planning Division	Prior to grading, excavation, and ground-breaking activities.	Prior to Issuance of Grading Permit	A Paleontological Resource Impact Mitigation Program (PRIMP) shall be submitted to the City for review and approval.		Withhold Grading Permit
<b>4.5.6.2B:</b> The paleontological monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples of soil shall be collected and processed to recover micro-vertebrate fossils. Processing	City of Corona Planning Division	During grading, excavation, and ground-breaking	During grading, excavation, and ground-	On-site inspection.		Issuance of a Stop Work Order.

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
shall include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains.		activities.	breaking activities.			
<p><b>4.5.6.2C:</b> If paleontological resources are unearthed or discovered during excavation of the Specific Plan area within the south side of Bedford Wash in Planning Areas 17, 18, and 19 and Planning Areas 1, 4, 7, 9, 10, 13, and 15, the following recovery processes shall apply:</p> <ul style="list-style-type: none"> <li>• Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques.</li> <li>• All fossils collected during the project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens.</li> <li>• A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.</li> <li>• All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Center for Archaeology &amp; Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage.</li> </ul>	City of Corona Planning Division	During grading, excavation, and ground-breaking activities.	During grading, excavation, and ground-breaking activities.	On-site inspection.		Issuance of a Stop Work Order.
<b>GEOLOGY AND SOILS</b>						
<p><b>4.6.6.1A:</b> Prior to the initiation of any on-site construction, the project contractor shall remove all loose, compressible alluvial and fill materials from areas to receive engineered compact fill. Actual depths of removal shall be verified during future site-specific preliminary soils investigations and ultimately during the grading operation by observation and in-place density testing.</p>	City of Corona Planning Division Public Works	During grading, excavation, and ground-breaking activities.	Prior to on-site construction.	Review of construction documents and on-site inspection.		Issuance of Stop Work Order.

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<b>4.6.6.1B:</b> All on-site soils shall provide adequate quality fill material provided they are free from organic matter and other deleterious materials. Rock or similar irreducible material with a maximum dimension greater than six inches shall not be buried or placed in fills. However, oversized materials, with a maximum dimension greater than 8 inches, may be placed in fills or buried on site in accordance with recommendations proved by the geotechnical engineer during grading. Oversized material may be stockpiled for landscaping purposes or placed in a rock disposal area as approved by the project owner, developer, geotechnical engineer, and City. Import fill shall be inorganic, non-expansive granular soils free from rocks or lumps greater than six inches in maximum dimension. Sources for import fill shall be approved by the project geotechnical engineer prior to their use. Fill shall be spread in maximum eight-inch uniform loose lifts; each lift brought to near optimum moisture content, and compacted to a relative compaction of at least 90 percent in accordance with ASTM D 1557.	City of Corona Planning Division  Building and Safety  Engineering	During grading, excavation, and ground-breaking activities.	Prior to on-site construction.	Review of grading and construction documents and on-site inspection.		Issuance of Stop Work Order.
<b>4.6.6.1C:</b> Cut and fill slopes shall be planned at gradients no steeper than two horizontal to one vertical. Additional information regarding any proposed cut slopes and the existing natural slope stability should be addressed within the site specific preliminary soils investigations when grading/development plans are made available for the specific tracts/development areas.	City of Corona Public Works  Building and Safety	Prior to grading	Prior to Issuance of Grading Permit	Review of grading and construction documents, site specific preliminary soils investigations, and on-site inspection.		Withhold Grading Permit and/or Issuance of Stop Work Order
<b>4.6.6.1D:</b> Where fills are to be placed against existing slopes steeper than five horizontal to one vertical, the fill shall be properly keyed and benched into competent native materials. The key, constructed across the toe of the slope, shall be a minimum of 12 to 15 feet wide, a minimum of two feet deep at the toe, and sloped back at 2 percent. Benches shall be constructed at approximately two to four feet vertical intervals.	City of Corona Public Works  Building and Safety	During grading, excavation, and ground-breaking activities.	Prior to on-site construction.	Review of grading and construction documents, site specific preliminary soils investigations, and on-site inspection.		Issuance of Stop Work Order
<b>4.6.6.1E:</b> Slopes at the project site shall be planted with a deep-rooted groundcover as soon as possible after completion. The use of succulent ground covers such as iceplant or sedum is not recommended. If watering is necessary to sustain plant growth on slopes, then the watering operation shall be monitored to	City of Corona Public Works  Building and Safety	During construction after on-site grading	During construction after on-site grading	Review of grading and construction documents, site specific preliminary soils investigations,		Issuance of Stop Work Order

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ensure proper operation of the irrigation system and to prevent overwatering.				and on-site inspection.		
<b>4.6.6.1F:</b> Prior to the initiation of any on-site construction, evidence shall be submitted to the City for review and approval that on-site development has incorporated the design and siting recommendations detailed in the site-specific geotechnical investigation.	City of Corona Public Works  Building and Safety	Prior to Construction and during construction	Prior to Construction and during construction	Review of grading and construction documents, detailed in the site-specific geotechnical investigation, and on-site inspection.		Withhold Building Permit
<b>4.6.6.2A:</b> On-site soils and any imported soils for individual tracts/development areas shall be evaluated for their expansion potential prior to grading and ultimately following completion of the grading operation. The evaluation shall determine and identify specialized construction procedures to specifically resist expansive soil activity in accordance with the CBC and/or applicable local ordinances.	City of Corona Public Works  Building and Safety	During grading and construction	Prior to grading and construction	Submit to the City evidence that the soils have been evaluated and construction measures to reduce soil expansion will be implemented.		Withhold Grading Permit and/or Issuance of Stop Work Order
<b>GREENHOUSE GASES AND GLOBAL CLIMATE CHANGE</b>						
<b>4.7.6.1A:</b> Prior to the issuance of each grading permit associated with the Specific Plan, the project developer shall develop and implement a construction waste management plan that would require the recycling and/or salvaging of non-hazardous construction and demolition waste.	City of Corona Building and Safety Planning and Division	Prior to issuance of each grading permit.	Prior to issuance of grading permits	Review of construction documents and on-site inspection		Withhold Grading Permit
<b>4.7.6.1B:</b> Prior to the issuance of each building permit associated with the Specific Plan, the project developer shall facilitate the reduction of waste generated by building occupants that is hauled to and disposed of in landfills by providing easily accessible areas that serve each building and are dedicated to the collection and storage of paper, cardboard, glass, plastics, and metals.	City of Corona Building and Safety Planning and Division	Prior to construction	Prior to issuance of building permits	Review of construction documents and on-site inspection		Withhold Building Permit
<b>HAZARDOUS MATERIALS</b>						
<b>4.8.6.1A:</b> For any soil disturbance in the area where the 10-foot by 10-foot shed located at the west edge of Planning Area (PA) 4 was previously located, soil in this area shall be tested for residual organochlorine pesticides (OCPs). If OCP levels are	City of Corona Building and Safety Planning	Prior to Grading in Planning Area 4.	Prior to issuance of grading permits	Submit to the City for review and approval a Hazardous Waste		Withhold Grading Permit



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detected at levels of 1 part per million (ppm) or greater, the soils shall be removed to an adequate depth and exported to an approved landfill facility by a certified contractor.	Division			Phase II.		
<b>4.8.6.1B:</b> If soil from any location on the project site is to be removed or transported off site, the soil export must have a DDT level of less than 1 part per million (ppm). Soil to be exported off site shall be tested, and verification of the soil results shall be submitted to the City for review prior to the issuance of soil export operations.	City of Corona Building and Safety Planning Division	Prior to Grading	Prior to issuance of grading permits	Submit to the City for review and approval a Hazardous Waste Phase II.		Withhold Grading Permit
<b>4.8.6.1C:</b> If unknown wastes or suspected hazardous materials are discovered during any construction activities on the project site, the following shall occur: <ul style="list-style-type: none"> <li>Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;</li> <li>Notify the City of Corona Fire Department;</li> <li>Notify the project engineer of the implementing agency (the City of Corona) and secure the area containing the unknown wastes or suspect materials as directed by the project engineer; and</li> <li>Notify the implementing agency's Hazardous Waste/Materials Coordinator.</li> </ul>	City of Corona Building and Safety  Public Works	During grading and construction	During grading and construction	On-site Inspection		Issuance of Stop Work Order.
<b>4.8.6.1D:</b> Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or City). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or City). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.	City of Corona Building and Safety  Public Works	During grading and construction	During grading and construction			Issuance of Stop Work Order.
<b>4.8.6.1E:</b> Prior to the issuance of demolition permits for any planning areas containing structures, any remaining structures on site shall be visually inspected by the project engineer of the	City of Corona Building and Safety	Prior to issuance of any Demolition	Prior to issuance of any Demolition	Inspection by the project engineer of the implementing		Withhold Demolition Permit

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implementing agency (City of Corona) prior to demolition activities. If hazardous materials are encountered, the materials shall be tested and properly disposed of in accordance with state and federal regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Results of the sampling would indicate the appropriate level of remediation efforts that may be required. Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or City). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or City). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.	Public Works	Permit	Permit	agency (City of Corona) prior to demolition activities.		
<b>4.8.6.1F:</b> Prior to the issuance of grading permits for each planning area, all miscellaneous debris (e.g., wood, concrete, 55-gallon drums, miscellaneous household debris, scrap metal, and plastic piping) shall be removed and disposed of at an approved landfill facility prior to construction activities under the purview of the appropriate agency (i.e., DTSC, Santa Ana RWQCB, and/or City). Once removed, a visual inspection of the areas beneath the removed materials shall be performed by the construction contractor as specified by the City of Corona. Any stained soils observed underneath the removed materials shall be sampled. Results of the sampling, if necessary, would indicate the level of remediation efforts that may be required. Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or City). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.	City of Corona Building and Safety Public Works	During grading and construction	During grading and construction			Issuance of Stop Work Order.
<b>4.8.6.2A:</b> Prior to the issuance of building permits for each planning area, the project proponent shall prepare, submit, and receive approval from the City and Riverside County Fire Department, a project-specific Wildland Fire Plan/Fuel	City of Corona Building and Safety Fire	Prior to issuance of Building Permits for each	Prior to issuance of Building Permits	Developer shall prepare, submit, and receive approval from the City and		Withhold Building Permits

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p>Modification Plan. The Wildland Fire Plan/Fuel Modification Plan shall include but shall not be limited to the following:</p> <ul style="list-style-type: none"> <li>Goals, policies, and actions related to fire funding and fire rehabilitation;</li> <li>Fire protection and evacuation plan;</li> <li>Vegetative fuels management plan;</li> <li>Public education program; and</li> <li>Defensible space requirements which meet and/or exceed the Riverside County Fire Department Fuel Modification Requirements.</li> </ul>	Department Riverside County Fire Department	Planning Area		Riverside County Fire Department, a project-specific Wildland Fire Plan/Fuel Modification Plan for each Planning Area.		
<b>HYDROLOGY AND WATER QUALITY</b>						
<p><b>4.9.6.1A:</b> Prior to the first issuance of a grading permit by the City for any development within the Arantine Hills Specific Plan, the project proponent shall file a Notice of Intent (NOI) with the Santa Ana Regional Water Quality Control Board (RWQCB) to be covered under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities. The project proponent shall submit to the City the Waste Discharge Identification Number as proof that the project's NOI to be covered by the General Construction Permit has been filed with the appropriate RWQCB.</p>	City of Corona Public Works	Prior to grading for any development.	Prior to the Issuance of Grading Permits	Submittal of copy of Notice of Intent (NOI) to City filed with the RWQCB		Withhold Grading Permits
<p><b>4.9.6.1B:</b> Prior to the first issuance of a grading permit by the City for any development within the Arantine Hills Specific Plan, the project proponent shall submit to the City of Corona and receive approval for a project-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. In addition, the SWPPP shall emphasize structural and nonstructural best management practices (BMPs) to control sediment and non-visible discharges from the site. Some of the BMPs to be implemented may include (but shall not be limited to) the</p>	City of Corona Public Works	Prior to grading for any development.	Prior to the Issuance of Grading Permits	Review and approval of SWPPP		Withhold Grading Permits

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
following: <ul style="list-style-type: none"> <li>• Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary debris basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs would be periodically inspected during construction, and repairs would be made when necessary as required by the SWPPP.</li> <li>• Materials that have the potential to contribute non-visible pollutants to storm water must not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas.</li> <li>• All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate discharge from the site. Stockpiles would be surrounded by silt fences and covered with plastic tarps.</li> <li>• The SWPPP would include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.</li> <li>• Additional BMPs and erosion control measures would be documented in the SWPPP and utilized if necessary.</li> <li>• The SWPPP would be kept on site for the entire duration of project construction and will also be available to the local Regional Water Quality Control Board for inspection at any time.</li> <li>• In the event that it is not feasible to implement the above BMPs, the City of Corona can make a determination that other BMPs would provide equivalent or superior treatment either on site or off site.</li> </ul>						
<b>4.9.6.1C:</b> The Construction Contractor shall be responsible for	City of Corona	During grading	Prior to	On-site weekly		Issuance of

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
performing and documenting the application of BMPs identified in the project-specific SWPPP. Weekly inspections shall be performed on sediment control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and available for City inspection. A more frequent inspection schedule may be required based on the condition of the site and as required in the NPDES General Construction Permit. In addition, the Contractor would also be required to maintain an inspection log and have the log on site available for review by the City of Corona and the representatives of the Regional Water Quality Control Board.	Public Works	and construction weekly inspections	grading and during grading.	inspections by City and Contractor shall prepare and make available to the City monthly reports and an inspection log.		Stop Work Order
<b>4.9.6.2A:</b> Prior to the first issuance of a permit by the City for any project within the Specific Plan area (which includes the issuance of grading permits and building permits), the project proponent shall receive approval from the City of Corona, a project site-specific Water Quality Management Plan (WQMP). The WQMP shall specifically identify pollution prevention, source control, treatment control measures, and other BMPs that shall be used on site to control predictable pollutant runoff in order to reduce impacts to water quality to the maximum extent practicable.	City of Corona Public Works	Prior to grading	Prior to Issuance of Grading Permit and Building Permits	Submittal of WQMP to City for review and approval		Withhold Grading Permit and/or Building Permits.
<b>4.9.6.3A:</b> Prior to the issuance of grading permits of any development within the Arantine Hills Specific Plan, the project proponent shall submit to the City for review and approval, a water conservation plan. The water conservation plan shall include but shall not be limited to the following: <ul style="list-style-type: none"> <li>• Drought-tolerant landscaping plan;</li> <li>• Indoor project design features such as low-flush toilets and low-flow faucets;</li> <li>• Outdoor project design features such as subsurface irrigation systems, rain sensors, drip irrigation, or high-efficiency sprinkler heads;</li> <li>• Use of alternative water sources (e.g., reclaimed water); and</li> <li>• Educational materials to be utilized by the project</li> </ul>	City of Corona Building and Safety  Water and Power	Prior to grading	Prior to Issuance of Precise Grading Permits	Submittal of a Water Conservation Plan for City review and approval.		Withhold Precise Grading Permit

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
tenants.						
<b>4.9.6.3B:</b> Prior to the issuance of occupancy permits for any development within the Arantine Hills Specific Plan, the project proponent shall submit proof to the City that an educational program regarding water usage has been developed for use within the proposed project.	City of Corona Building and Safety  Water and Power	Prior to issuance of Occupancy Permits for any development.	Prior to issuance of Occupancy Permits for any development.	Submittal of proof to the City that an educational program regarding water usage has been developed.		Withhold Occupancy Permits.
<b>4.9.6.4A:</b> Prior to the issuance of grading permits of any development within the Bedford Canyon Wash Channel, the project proponent shall ensure that drainage facilities and/or improvements necessary for the protection of the development project from the 100-year flood are identified and incorporated into the improvement plans that will be reviewed and approved by the City. A floodplain and sediment transport study, along with other required drainage and/or hydraulic studies, shall be submitted to the Riverside County Flood Control and Water Conservation District for review, approval, and consideration of acceptance of the channel improvements associated with the proposed development. Acceptance of development improvements by the Flood Control and Water Conservation District requires approval of the associated plans and pertinent drainage studies including the sediment transport study. These drainage improvements are required to ensure the proposed project will be protected from a 100-year flood. No building permits shall be issued for lots within the 100-year floodplain as mapped for the Conditional Letter of Map Revision (CLOMR), until Bedford Canyon Wash Channel improvements have been constructed and deemed operationally functional by the City of Corona. At the discretion of the City of Corona, building permits for model home sales may be issued prior to the construction of the channel improvements.	City of Corona Public Works	Prior to grading	Prior to Issuance of Grading Permit	Submittal of drainage plans to City for review and approval		Withhold Grading Permits
<b>4.9.6.4B:</b> Prior to the issuance of rough grading permits of for any development within the Arantine Hills Specific Plan, the project proponent shall submit the Conditional Letter of Map Revision (CLOMR) to the Federal Emergency Management Agency (FEMA). Prior to issuance of any building permits, project proponent shall have received approval of the CLOMR	City of Corona Public Works	Prior to grading	Prior to Issuance of Grading Permit	Submittal of drainage plans to City for review and approval		Withhold Grading Permits

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
certification process by FEMA. The applicant shall secure FEMA's approval for the Letter of Map Revision (LOMR) as appropriate after development is complete.						
<b>NOISE</b>						
<p><b>4.12.6.1A:</b> Prior to the approval of a tentative tract map for each residential area or approval of commercial or industrial uses within the Specific Plan area, the project proponent shall prepare, submit, and receive approval from the City, a final noise analysis. This final noise analysis shall be completed at the tract map level for each residential area or commercial/industrial area when the precise grading and the architectural plans are available to ensure that all noise sensitive areas will meet the City of Corona noise standards. The final noise analysis shall include but shall not be limited to the following:</p> <ul style="list-style-type: none"> <li>• <i>Construction Noise Mitigation Program.</i> The program shall include noise monitoring at selected noise sensitive locations, monitoring complaints procedures, identification of haul routes (if applicable), and identification and mitigation of the major sources of noise.</li> <li>• <i>Construction Contractor Requirements.</i> These requirements shall include contract provisions regarding construction equipment noise features and equipment staging procedures.</li> </ul>	City of Corona Building and Safety Planning Division	Tentative Map Approval	Prior to approval of a tentative tract map for each residential area or approval of commercial or industrial uses.	The project proponent shall prepare, submit, and receive approval from the City, a final noise analysis.		Deny Approval of the Tentative Tract Map.
<p><b>4.12.6.2A:</b> Prior to the approval of a tentative tract map for each residential area or approval of commercial or industrial uses within the Specific Plan area within the 65 dBA CNEL and 70 dBA CNEL noise contours for Eagle Glen Parkway from Masters Drive to Bedford Canyon Road, "A" Street, and I-15, the project proponent shall prepare, submit, and receive approval from the City, a final noise analysis. This final noise analysis shall be completed at the tract map level for each residential area or commercial/industrial area when the precise grading and the architectural plans are available to ensure that all noise sensitive areas will meet the City of Corona noise standards.</p>	City of Corona Building and Safety Planning Division	Tentative Map Approval	Prior to approval of a tentative tract map for each residential area or approval of commercial or industrial uses.	The project proponent shall prepare, submit, and receive approval from the City, a final noise analysis.		Deny Approval of the Tentative Tract Map.
<p><b>4.12.6.3A:</b> Prior to the approval of a tentative tract map for each</p>	City of Corona	Throughout	Prior to	The project		Deny Approval

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
residential area adjacent to commercial or industrial uses within the Specific Plan area, the project proponent shall prepare, submit, and receive approval from the City, a final noise analysis. This final noise analysis shall be completed at the tract map level for each residential area or commercial/industrial area when the precise grading and the architectural plans are available to ensure that all noise sensitive areas will meet the City of Corona noise standards.	Building and Safety Planning Division	construction/on-site inspection.	approval of a tentative tract map for each residential area or approval of commercial or industrial uses.	proponent shall prepare, submit, and receive approval from the City, a final noise analysis.		of the Tentative Tract Map.
<b>TRANSPORTATION</b>						
<p><b>4.16.6.1A:</b> The master developer shall construct the improvements identified below as mitigation measures for 2017 plus Phase 1 conditions—to improve levels of service in accordance with City requirements:</p> <ul style="list-style-type: none"> <li>• <b>Street “C”/Eagle Glen Parkway:</b> Prior to issuance of a Certificate of Occupancy for the first model home, install a traffic signal, a northbound left-turn lane, a northbound right-turn lane, and a westbound left-turn lane.</li> <li>• <b>Bedford Canyon Road/Eagle Glen Parkway:</b> Prior to issuance of the first production home building permit, add a northbound left-turn lane, a northbound through/right lane, modify striping to provide a southbound through lane, modify striping to provide a shared eastbound through/right lane, and a westbound left-turn lane.</li> </ul>	City of Corona Building and Safety Public Works Planning Division	Prior to the issuance of the first production home building permit.	Prior to the issuance of the first production home building permit.	Evidence of construction of the improvements.		Withhold building permit.
<b>4.16.6.2A:</b> Prior to issuance of the first production home building permit, the master developer shall pay a 64% fair share contribution towards the construction of a traffic signal at the Masters Drive/California Avenue intersection.	City of Corona Building and Safety Public Works	Prior to issuance of the first production home building permit.	Prior to the issuance of the first production home building permit.	Evidence of Payment of fair-share contribution.		Withhold building permit.
<b>4.16.6.3A:</b> Prior to the issuance of the first building permit after Phase 1, the master developer shall construct those improvements identified below as mitigation measures for year 2017 plus project conditions to improve levels of service in	City of Corona Public Works	Prior to the issuance of the first building permit after Phase 1.	Prior to issuance of the first building permit after Phase 1.	Evidence of construction of the improvements.		Withhold building permit.



Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p>accordance with City requirements.</p> <ul style="list-style-type: none"> <li>• <b>Masters Drive/Eagle Glen Parkway:</b> Install a traffic signal.</li> <li>• <b>Bedford Canyon Road/Eagle Glen Parkway:</b> Add a northbound right-turn lane with northbound right-turn overlap phasing, modify striping to provide a shared southbound left/through lane, and add a westbound left-turn lane.</li> <li>• <b>Street “C”/Street “B”:</b> Install a roundabout and an all-way lane at all approaches.</li> <li>• <b>Street “A” – Street “D”/Street “B”:</b> Install a roundabout and an all-way lane at all approaches.</li> <li>• <b>Street “A”/Main Driveway (TAZ 4):</b> Install a traffic signal, two northbound through lanes, a southbound left-turn lane, two southbound through lanes, a westbound left-turn lane, and a westbound right-turn lane.</li> <li>• <b>Street “A”/South Driveway (TAZ 4):</b> Install a stop sign on the westbound approach, two northbound through lanes, a southbound left-turn lane, two southbound through lanes, a westbound left-turn lane, and a single westbound approach lane.</li> </ul>						
<p><b>4.16.6.3B:</b> Prior to the issuance of the first building permit after Phase 1, the master developer shall pay a 99% fair share contribution towards the construction of either a roundabout or traffic signal at the Morales Way/Masters Drive intersection; a 27% fair-share contribution toward the construction of either a roundabout or traffic signal at the Masters Drive/Christopher Lane intersection; and a 98% fair-share contribution towards the construction of either a roundabout or stop sign control at the Via Castilla Street/Masters Drive intersection.</p>	City of Corona Public Works	Prior to the Issuance of the first building permit after Phase 1.	Prior to the Issuance of the first building permit after Phase 1.	Evidence of Payment of fair share contribution.		Withhold building permit.
<p><b>4.16.6.3C:</b> Prior to the issuance of the first building permit, the master developer shall post bonds for the full amount of the total</p>	City of Corona Public Works	Prior to the Issuance of the	Prior to the Issuance of the	Evidence of bond posting.		Withhold building

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estimated cost of the I-15/Cajalco Road Interchange Improvement project.		first building permit after Phase 1.	first building permit after Phase 1.			permit.
<p><b>4.16.6.4A:</b> Prior to the issuance of a the first building permit after Phase 1, the master developer shall make a fair share contribution towards the improvements identified below as mitigation measures for year 2035 plus project conditions.</p> <ul style="list-style-type: none"> <li>• <b>Masters Drive/Bennett Avenue:</b> 32% of the cost to install a traffic signal.</li> <li>• <b>Bedford Canyon Road/Georgetown Road:</b> 100% of the cost to install a traffic signal.</li> <li>• <b>I-15 Southbound Ramps/El Cerrito Road:</b> 58% of the cost to add an eastbound right-turn lane.</li> <li>• <b>Temescal Canyon Road/Cajalco Road:</b> 91% of the cost to add a second southbound left-turn lane, a second eastbound through lane, and a westbound right-turn lane.</li> <li>• <b>Street “C”/Eagle Glen Parkway:</b> 100% of the cost to add a traffic signal.</li> </ul>	City of Corona Public Works	Prior to the Issuance of the first building permit after Phase 1.	Prior to issuance of the first building permit after Phase 1.	Evidence of Payment of fair share contribution.		Withhold building permit.
<b>UTILITIES AND SERVICE SYSTEMS</b>						
<b>4.17.6.1A:</b> Prior to the issuance of grading permits for any development phase that would occur under the Specific Plan, the project proponent shall obtain verification from the City that planned wastewater capacity improvements at WRF2 or elsewhere in the city’s wastewater system are in place and operational or said improvements are funded or under construction and will be available for service to completed homes and businesses.	City of Corona Public Works Water & Power	Prior to grading	Prior to Issuance of Grading Permits	Submittal of evidence that all requirements are fulfilled.		Withhold Grading Permit
<b>4.17.6.1B:</b> The City shall implement the mitigation and monitoring plan identified in the EIR for Wastewater Treatment Plant No. 2 as a part of any expansion of said plant. Alternatively, the Developer shall negotiate an advanced funding option for implementation of the mitigation and monitoring plan	City of Corona Public Works Water & Power	Prior to grading	Prior to Issuance of Grading Permits	Submittal of evidence that all requirements are fulfilled.		Withhold Grading Permit

<b>Mitigation Measure No. / Implementing Action</b>	<b>Responsible for Monitoring</b>	<b>Monitoring Frequency</b>	<b>Timing of Verification</b>	<b>Method of Verification</b>	<b>Verified Date/Initials</b>	<b>Sanctions for Non-Compliance</b>
identified in the EIR for Wastewater Treatment Plant No. 2 in lieu of paying a Sewer Connection Fee for sewer capacity to ensure that wastewater plant capacity is available so phases of the project may proceed without being delayed.						

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